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AUTOCAR
Issue 6389 | Volume 302 | No 13
'Sincere apologies to much of south Wales'

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THE 3

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The original car magazine, published since 1895 'in the interests of the mechanically propelled road carriage'

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COMMENT

THE THREE MAIN TRENDS OF 2019 LOOK SET TO CONTINUE NEXT YEAR

ALTHOUGH WE TRY to firmly look forward at Autocar, it is important on occasion to pause and reflect on where we've come from, as we do in this, our last issue of 2019.

Three trends have emerged among the cars launched this year. First, the rebirth, reinvention or replacement of so many industry stalwarts, such as the Porsche 911, VW Golf and Land Rover Defender, in place of true 'white space' vehicles and new nameplates. In these challenging times, that's no surprise. Second, the growing presence of electric cars, which will accelerate further in 2020. And third, the seemingly unstoppable rise of SUVs, which this year has been fuelled further by more cars like the Audi RS Q8 (driven, p24) being fitted with ever more powerful drivetrains.

As one academic group noted recently, the rise of the SUV and that of the electric car are somewhat at odds with one another. Is it really the time to be making SUVs faster, and increasingly bigger and heavier?

■ Thank you from all of us at Autocar for your support throughout the year, and our very best wishes to you and your families over the Christmas break. We'll be back on Thursday, 2 January for our first issue of 2020. We can't wait to see you then.

Mark Tisshaw Editor
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SEAT STARTS AGAIN
The all-new Leon marks the dawn of the next generation of Seats, p8

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The end of a year – and the end of a decade. Here's what changed, p18

IT'LL BE FINE...
So say many prospective Alfa 156 owners smitten with its looks, p76

NEWS

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Cupra to top new Leon line-up with 241bhp PHEV

Plug-in hybrid hot hatch will crown Mk5 Leon, on sale in Seat and Cupra guises in 2020

Seat will launch a bold new Leon in 2020 – which will include a hot 241bhp plug-in hybrid from sub-brand Cupra.

As well as a redesign inside and out, the fifth-generation Leon will take its platform, powertrains and technology influence from the recently revealed Volkswagen Golf Mk8.

The Cupra Leon hot hatchback and estate will initially be available solely as a plug-in hybrid.

The new Leon is expected to be revealed at the 2020 Geneva motor show in March before going on sale very soon after. The model will take an evolutionary approach to its exterior design and retain a shape that's familiar to owners of the outgoing Leon.

Seat sold around 137,000 examples of the current Leon in its 2014 launch year and sales have been at or above that level every year since. For this reason, company bosses won't dramatically alter the formula.

However, inspiration will be taken from the brand's newer models and the front end will be heavily influenced by that of the Tarraco SUV. The Cupra variant, meanwhile, will adopt bold exterior details first previewed by the Formentor SUV, which will go on sale towards the end of 2020 not long after the Cupra Leon, due in the autumn. No three-door Leon will be offered this time.

A minimalist, tech-heavy approach is expected for the new Leon's cabin, similar to that of the latest Golf and recently revealed new Octavia. The number of buttons will be reduced in favour of a new infotainment system that incorporates advanced voice and gesture control. Material quality should receive a welcome boost, too.

All Leon variants are once again set to share their platform with that of the 2020 Golf and Octavia. That means it will use a version of the tried-and-tested MQB architecture, evolved to be structurally stiffer and allow better packaging. Historically, the Leon has been set up to be the sportier-feeling of the Volkswagen Group trio, with stiffer spring and damper rates, and that's due to continue with the new model.

The standard, Seat-badged Leon's engine range will be familiar. Base versions will use the 1.0-litre TSI three-cylinder turbo petrol in varying states of tune, with the new 1.5-litre TSI Evo petrol powertrain drafted in for higher-spec cars. That will be offered as a mild hybrid in higher-spec variants, with the 48V system claimed to reduce fuel consumption by around 10%.

> Expect a 0-62mph time of around 6.5sec and an all-electric range of up to 35 miles from the Cupra Leon

Seat (far left) and Cupra Leons will have evolutionary design

Cupra-badged Leon is due to go on sale in autumn next year

The sole UK-bound diesel engine in the latest Golf, for the time being, is a 2.0-litre TDI putting out 114bhp or 148bhp, with the latter due to be mated to a mild-hybrid system by the time the Leon is launched. Those powertrains should transfer to the new Seat, alongside the option of manual and automatic gearboxes.

Seat has confirmed it will offer a range-topping plug-in hybrid Leon. It's expected to use a 1.4-litre TSI petrol and an electric motor for 201bhp – the same as the non-GTE plug-in hybrid version of the latest Golf.

The Cupra Leon, which will be sold under the new brand banner with no Seat badging, will put out 241bhp from a more highly tuned version of the same petrol-electic unit. Expect a 0-62mph time of around 6.5sec, with a 13kWh battery allowing for an all-electric range of up to 35 miles. It will also dramatically lower the car's CO_2 output, a crucial factor to ensure Seat and Cupra meet the upcoming fleet average targets.

It is likely that the Cupra R will return as a range flagship. Although unconfirmed, reports suggest it will retain all-wheel drive and share a 300bhp-plus 2.0-litre petrol powertrain with the upcoming Golf R, rather than keep the lesser Cupra's plug-in hybrid system. Expect it to complete the 0-62mph sprint in under five seconds.

However, such a model may be offered in limited numbers only as electrification remains the overriding priority for both brands. Design boss Alejandro Mesonero-Romanos told Autocar at a recent Cupra event that Seat plans to start production of its last internal combustion-engined model in 2026. That's likely to mean the firm will go electric only by 2032 at the latest.

LAWRENCE ALLAN

ALSO DUE IN 2020

The Leon isn't the only new Seat and Cupra model due in showrooms next year.

SEAT

Mii Electric
This version of the practical city car will reach dealerships in February and become Seat's first fully electric model.

Ateca facelift
The Nissan Qashqai rival revitalised the brand's fortunes and will receive a mid-life makeover in mid-2020.

El-Born
Due at the end of 2020, the MEB-based electric hatch is Seat's equivalent of the Volkswagen ID 3.

CUPRA

Cupra Formentor
Cupra's first stand-alone model is an SUV coupé featuring a 242bhp plug-in hybrid powertrain and is due late in the year.

Lambo pursues trick EV tech

Future hybrid Lambos may store electricity in bodywork and use supercapacitors

Lamborghini's first series-production hybrid models are set to feature pioneering electric technology, with the supercar firm focusing on lightweight supercapacitors and the ability to use carbonfibre bodywork to store electrical energy.

The Italian manufacturer has teamed up with the Massachusetts Institute of Technology (MIT) on a number of research projects focused on supercapacitor energy stores – which can be charged faster and store more energy than similarly sized lithium ion batteries – and ways of storing energy in new materials.

Riccardo Bettini, Lamborghini's head of R&D project management, said that although it is clear that electric power is the future, the current weight requirements of lithium ion batteries meant that "at the moment, it's not the best solution" for the firm. He added: "Lamborghini has always been about lightness, performance, enjoyment and engagement. We need to keep that in our super-sports cars in the future."

The technology was previewed on the Terzo Millennio concept car, shown in 2017, and a small supercapacitor will be featured on the forthcoming limited-run 808bhp Sián FKP 37. That model pairs the firm's 6.5-litre V12 with a 48V e-motor built into the gearbox and powered by a supercapacitor. The e-motor produces 34bhp and weighs 34kg and Lamborghini claims it's three times faster to charge than a lithium ion battery of equivalent size.

LAMBO WANTS EVs TO SOUND RIGHT

Lamborghini is undertaking research to develop a sound for its electric cars that will ensure maximum driver engagement. The firm has long regarded the sound of its V10 and V12 engines as key to their appeal.

"We've tested with professional drivers in our simulator and switched the sound off," said Lamborghini R&D's Riccardo Bettini. "We know from the neurological signals that when you stop the sound, the engagement falls because the feedback disappears. We need to find the sound of Lamborghini for the future that can allow our cars to retain emotion and engagement."

Terzo Millennio concept previewed advanced EV tech

Sián FKP 37 uses a supercapacitor in its hybrid powertrain

Although the supercapacitor used on the Sián is relatively small, Lamborghini and MIT are continuing their research. They have recently secured a patent for a new synthetic material that can be used as the “technological base” for a more powerful next-generation supercapacitor.

Bettini told Autocar the technology remains “at least two to three years” away from being production ready but supercapacitors are “the first step in the roadmap” to electrified Lamborghinis.

A related MIT research project is studying how to use carbonfibre surfaces infused with synthetic materials for energy storage.

Bettini said: “If we can capture and use energy much faster, the car can be lighter. We could also store energy in the bodywork, using the car as a battery, which means we can save weight.”

Although Lamborghini aims to roll out hybrid powertrains in the coming years, Bettini said it is still working towards a target of 2030 for its first full-electric car while the firm studies how “to keep Lamborghini’s DNA and emotion”.

Despite that, Autocar understands the marque is considering making its planned fourth model line, set to be a four-seat grand tourer due around 2025, fully electric. It is also likely to launch a conventional plug-in hybrid version of the Lamborghini Urus using the powertrain featured on the closely related Porsche Cayenne.

JAMES ATTWOOD

McLaren 620R is racer for road

McLAREN HAS LAUNCHED a race-spec but road-ready variant to slot into its Sports Series line-up. Called the 620R, it’s limited to 350 examples and priced at £250,000, with deliveries starting in February.

The 620R shares much of its chassis and aerodynamic hardware with the 570S GT4 racer but, free from race regulations, its 3.8-litre V8 is tuned to produce 612bhp. Torque is rated at 457lb ft.

Combined with a kerb weight drop of about 30kg over the 570S, that allows for a 0-62mph time of 2.9sec, a 0-124mph time of 8.1sec and a top speed of 200mph.

The 620R gets the GT4 racer’s lightweight coil-over set-up, with 32 clicks of manual adjustment, which combines with stiffer springs and anti-roll bars plus solid stainless steel top mounts for, McLaren claims, greatly improved control and feedback.

The car is supplied with Pirelli Trofeo R semi-slick tyres, with a specially developed full-slick set optional, along with standard-fit carbon-ceramic brakes.

Aerodynamic performance is said to be significantly upgraded over the standard road cars’. It gets the same adjustable carbonfibre wing as the GT4 (with a third brake light to make it road legal). The wing can be set to more significant angles of attack, allowing for up to 185kg of downforce. A redesigned front bumper, splitter and bonnet are joined by ‘dive planes’ on the front wings.

The 620R is supplied without carpets, a glovebox, air-con, sat-nav and an audio system, but all can be installed free of charge. Carbonfibre racing seats with six-point harnesses feature alongside carbonfibre shift paddles and centre console. A track telemetry system is also installed and each car gets a numbered plaque on the dashboard.

Three race-inspired exterior colour schemes are offered. European and North American buyers get a day of tuition at a race circuit included.

New 620R gets much of the 570S GT4 race car’s aerodynamic kit

MAY THE PORSCHE BE WITH YOU

Porsche has teamed up with Lucasfilm, the production firm behind the latest Star Wars trilogy, to design a starship claimed to “bring together the design DNA” of the two brands. Designers from Weissach and San Francisco collaborated for two months on the project and a detailed model was shown at the premiere of the latest film, Star Wars: The Rise of Skywalker, in LA.

Second-gen GLA will go on sale in the UK in the first half of 2020

OFFICIAL PICTURES

All-new GLA takes fight to X2

Mercedes' latest compact crossover ramps up comfort and tech to tackle BMW rival

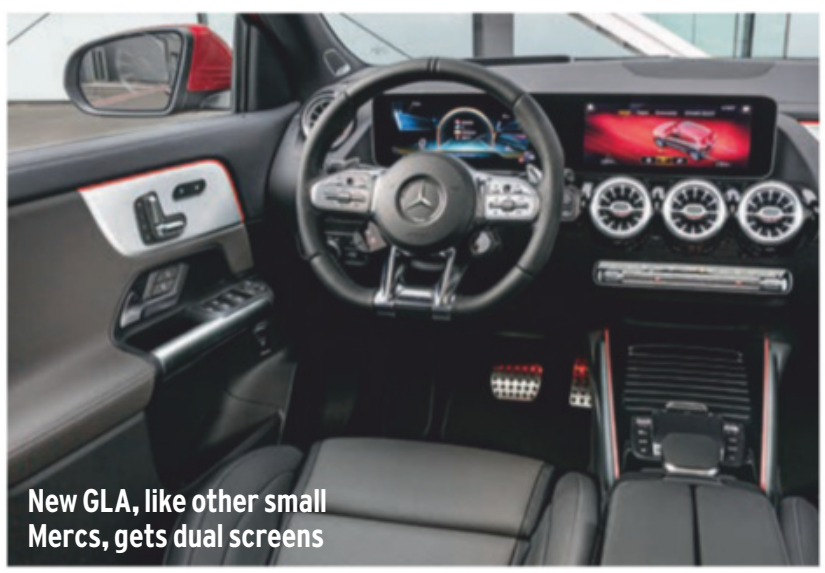
The second-generation Mercedes-Benz GLA promises new technology and greater comfort to step up the pressure on the BMW X2 and Audi Q2 in the compact crossover market. The new GLA has been revealed by Mercedes-Benz and the launch line-up will include a hot AMG-tuned version, with plug-in hybrid and full-electric versions planned for the future.

The German firm launched the original GLA five years ago and has sold close to one million globally since then.

The new GLA is due on sale in the UK in the second quarter of 2020. As with its predecessor, it will draw heavily on the closely related A-Class.

The launch line-up includes the entry-level front-drive GLA 200, which uses a turbocharged 1.3-litre four-cylinder petrol engine developing 161bhp. There's also a four-wheel-drive Mercedes-AMG GLA 35 4Matic, powered by a turbocharged 2.0-litre that produces 302bhp.

Further engine options will be introduced next year, which, Autocar understands, will include a 215bhp 1.3-litre petrol-electric plug-in hybrid in the GLA 250e EQ Power. That model will use the same 15.6kWh lithium ion battery as the A250e EQ Power to provide it with a claimed pure-electric range of more than 40 miles.



New GLA, like other small Mercs, gets dual screens

Stylistically, the new GLA builds on the foundations of its predecessor, albeit with ground clearance raised 9mm to 143mm. The exterior combines smoother surfacing and more rugged detailing than on other compact Mercedes-Benz models, including plastic cladding on the wheel arches and bumpers. Larger wheelhouses accommodate alloys that range from 17in to 20in in diameter.

The AMG version gains a number of bespoke design features, including a revamped grille, a new roof spoiler and AMG exhaust pipes.

The new GLA is 4410mm long, 2020mm wide and 1611mm tall. That makes it 14mm shorter and 2mm narrower but 104mm taller than the old model. It is based on the second-generation version of Mercedes-Benz's MFA platform, with a transverse engine mounting, and adopts a larger footprint. The wheelbase has been extended by 30mm to 2729mm and the track increased by 46mm front and rear.

Inside, the new GLA is similar to other recent Mercedes models, including its new dashboard and free-standing digital display panel. It has two 7.0in displays, for the instruments and infotainment functions, as standard and an optional widescreen version uses two 10.3in screens. The displays are operated by Mercedes-Benz's MBUX infotainment system, which includes both touch and voice controls. A colour head-up display is also available.

To emphasise the crossover feel, the front seats of the new GLA are positioned 140mm higher than in the latest A-Class, although they still offer 22mm more head room up front compared with the first-generation car. Rear head room has been reduced by 6mm.

As with the B-Class and recently introduced GLB, buyers can opt to specify the new Mercedes-Benz model with a rear seat that offers 140mm of fore-aft adjustment and up to 116mm more rear leg room than in its predecessor.

Because the rear seat backrest can be set at a steeper angle than before, boot capacity has grown by 14 litres to 435 litres. The width of the boot aperture has also increased, by 85mm to 1272mm.

As with other recent MFA-based compact models from Mercedes-Benz, the GLA's suspension uses MacPherson struts up front and either a torsion beam or a multi-link set-up at the rear. Variable damping control is optional.

Four-wheel-drive models can also be ordered with an off-road package. While offering no increase in ride height, it includes an off-road headlights function as well as an additional off-road drive mode called Downhill Speed Regulation.

The front-drive GLA 200, with a standard seven-speed dual-clutch gearbox, can achieve 0-62mph in 8.7sec, a 131mph top speed, combined fuel consumption of 50.4mpg and average CO_2 emissions of 129g/km.

Official figures for the four-wheel-drive GLA 35 4Matic, which runs an eight-speed dual-clutch gearbox as standard, point to a 0-62mph time of 5.1sec, 155mph top speed, combined economy of 38.2mpg and CO_2 of 170g/km.

GREG KABLE

New GLA is 14mm shorter but 104mm taller than its predecessor

WHAT'S THE NEW GLA LIKE OFF ROAD?

Kable (right) gets an early taste of the latest GLA

Ahead of the GLA's launch, Autocar was invited for a ride in a near-production prototype at Mercedes-Benz's Rastatt plant.

With our time limited to an off-road course at low speeds, we can't tell you much about the GLA's character just yet. What we can confirm is that it's capable of going places most prospective owners will never consider taking it.

As with other new Mercedes compact models, the optional 4Matic four-wheel drive system has been re-engineered to offer fully variable apportioning of power to either the front or rear wheels. Traction on slippery surfaces is obviously a key strength, allowing it to climb and descend tricky obstacles without much trouble.

Despite Mercedes' insistence on showcasing the GLA's off-road ability, though, it will be offered with standard bodywork only. A more rugged variant in the style of the company's All-Terrain models isn't on the cards, according to Mercedes representative Markus Nast. He says the new model, which goes under the internal codename H247, will be available exclusively with a standard or, in AMG guise, lowered ride height.

The increase in the GLA's height helps to give it less of a hatchback-on-stilts appearance and, inside, results in greater head room – particularly in the rear, which is now considerably roomier than before.

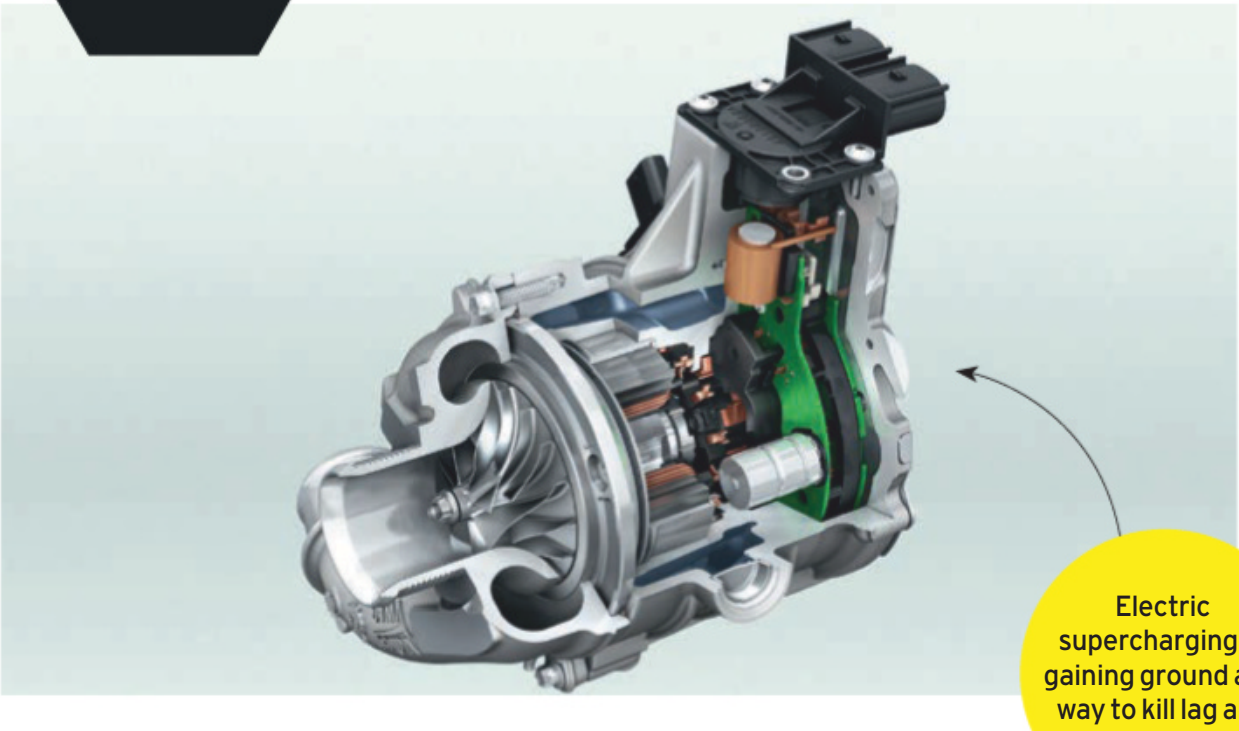
SPY SHOT
MERCEDES-BENZ EQA

GLA TO SPAWN ALL-ELECTRIC EQA IN 2020

The Mercedes-Benz GLA will be used as the basis for a Volkswagen ID 3 rival, the EQA crossover. Confirmed for a reveal in 2020, the EV has recently been spied undergoing benchmark testing against a Tesla Model 3. It appears to sit lower than the GLA and features bespoke styling elements.

UNDER THE SKIN
JESSE CROSSE

WHY ELECTRIC SUPERCHARGERS ARE BECOMING MORE COMMON


Electric supercharging is gaining ground as a way to kill lag and help emissions.

IT'S ALWAYS GOOD to try early prototypes of new technology, because although some fall by the wayside, plenty don't. One such clever device is the electrically powered supercharger, generally used in conjunction with a traditional turbocharger to banish turbo lag, initially on diesel engines but now on petrol, too.

With the current trend towards down-speeding of engines (lower revs to reduce friction losses), they're even more relevant. Low revs equal reduced exhaust energy – worse on diesels because the exhaust is cooler in the first place. The trend to engine downsizing has a similar effect.

One of the first major manufacturers out of the traps with production electric supercharging was Audi, which showed a prototype A6 with an electric supercharger system in 2013. Positioned between the turbo and engine, the electric supercharger was bypassed most of the time until the engine management system detected exhaust pressure was too low to deliver decent response from the turbo. At that point, valves in the exhaust would open to bring the electric supercharger on stream, giving almost instantaneous boost.

It was pretty cool and the engineer riding shotgun could switch the system on and off to show how laggy the engine felt without the electrical assistance. At the time, the 48V system needed to drive the compressor motor was still a few years off, but now electric superchargers are in production with several manufacturers, including Audi, Mercedes-Benz and, as of earlier in 2019, Jaguar Land Rover (JLR) with a new straight six petrol Ingenium engine.

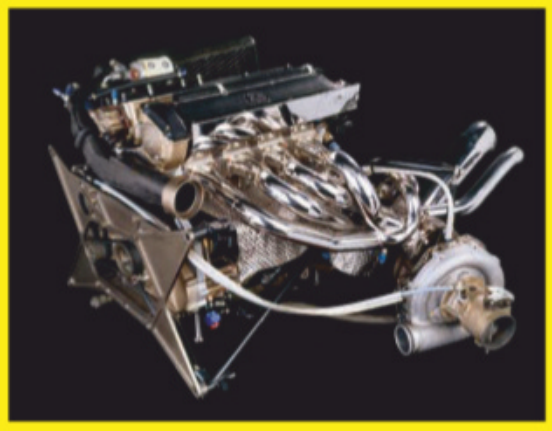
Audi's system positions the electric supercharger close to the engine intake and downstream of the intercooler. The charge air isn't cooled, but on the SQ5, for example, it makes only 1.4 bar of boost, the compressor instantly spooling to 65,000rpm when it's needed. Beyond that, the conventional turbo takes over and the electric supercharger is dialled out of the equation with valves and turned off. On bigger engines, the spec gets busier and more expensive, the SQ8 getting an electric booster in addition to its bi-turbos.

There's yet to be an example of electric supercharging on small-capacity engines of, say, 1.0-litre or less in production. That's not to say the idea of extreme downsizing hasn't been explored, though.

The Hyboost project masterminded by a consortium including Ricardo and Ford a few years ago did just that, aiming to emulate the power, torque and drivability of a baseline Focus 2.0-litre model using a 1.0-litre Ecoboost engine. So, too, did the Ultraboost with Supergen project in which both JLR and Lotus Engineering were involved. The aim there was to produce the power and drivability of a 5.0-litre V8 from a 2.0-litre four-cylinder engine. The Hyboost project used the electric supercharger in the normal way, but also for "exhaust energy recapture by electric turbo-compounding", which means using the turbo as an exhaust-driven generator to convert unwanted heat energy in the exhaust into electricity to be stored in the battery.

1400BHP FROM 1.5 LITRES

Probably the best examples of making huge power from a small engine were the 1.5-litre BMW M12 and M13 engines of the Formula 1 turbo era in the 1980s. Boosting with a colossal turbocharger to 5.5 bar, BWW eventually extracted 1400bhp using a single turbo (933bhp per litre). It was ragged-edge stuff. Engineers at BMW Motorsport's engine shop in Munich at the time kept a demolished engine block as a trophy, taken from Nelson Piquet's Brabham BT53 after the engine had exploded.



Four-wheel-drive GR Yaris packs more than 247bhp and 258lb ft

Toyota primes next hot Yaris

Rally-bred range-topping GR Yaris hatchback will make public debut next month

The Toyota GR Yaris hot hatchback, which will be officially unveiled next month, will offer more than 247bhp from what the firm claims is the lightest 1.6-litre engine to feature in a production car.

The four-wheel-drive car has been developed in-house by Toyota's Gazoo Racing division in Japan, with input from its European motorsport arm and Tommi Mäkinen Racing, which runs the firm's World Rally Championship team.

The new model serves as a 'homologation special' for the next Yaris WRC, due in 2021, and is also designed to showcase the performance credentials of the standard Yaris. It is the second machine in Toyota's GR performance car line-up alongside the GR Supra.

The GR Yaris has been developed alongside the standard hatch but, while it shares the same basic platform and wheelbase, it is effectively a distinct car with a different body. A key performance focus has been on weight saving, particularly with extensive use of aluminium and other weight-saving materials. Toyota claims it is 38kg lighter than the standard Yaris.

It features three doors – the standard Yaris will only be offered with five – and a roofline lowered by 95mm, both modifications to improve the aerodynamics of the WRC car. It also has a substantially wider rear track, and an entirely new double-wishbone rear suspension.

The three-cylinder 1.6-litre engine in the GR Yaris has been developed specifically for the car. While full performance figures have not been revealed, Toyota claims that it will offer in excess of 247bhp and more than 258lb ft of torque.

The bespoke GR-4 all-wheel-drive system comes with three settings, sending as much as 60% of power to the front wheels or 70% to the rear. A Torsen limited-slip differential is optional.

The GR Yaris will be officially unveiled at the Tokyo Auto Salon on 10-12 January.

■ Read Autocar's first impressions of the GR Yaris in our 2 January issue.

JAMES ATTWOOD

Industry seeks solution to autonomous car 'bullying'

THE IDEA OF an autonomous vehicle being "bullied" by other road users may sound fanciful but it really does happen and, says ZF global electronics strategy boss Aaron Jefferson, "is going to be a challenge".

If you've driven a car with adaptive cruise control (ACC), you may have experienced the frustration of another road user nipping into the radar-governed safe gap between you and the car in front on a busy motorway.

Autonomous and semi-autonomous vehicles will be exposed to a wider range of progress-impeding circumstances like this, particularly when other road users are able to identify when a vehicle is functioning autonomously. Cars with automated motorway lane-change software will more easily be corralled into the lane that they want to leave, for example, and autonomous vehicles attempting to join a busy urban route from a side road may find it difficult to exit.

Jefferson and colleagues have experienced the issue with prototypes. "We had a big rack on the roof of a prototype to carry our lidar units. But we had to put a top-box over it to conceal them," he said, because some drivers could easily see the car's autonomous status and were taking advantage of it.

The hardware of production versions would be far less obvious, of course, but Jefferson believes that it's a potential problem for level two and level three autonomous cars that will most likely operate on motorways and in cities.

"ACC performance has not improved in 20 years," said Jefferson. One solution, he reckons, "could be to extend what the car is 'seeing' behind the vehicle in front".

Motorists are darting into safe gaps ahead of autonomous cars

Rimac strengthens links with UK

CROATIAN SUPERCAR brand Rimac will unveil the production version of its four-motor, 1900bhp C_Two electric hypercar at next year's Geneva motor show – and has secured a deal with London-based HR Owen to sell it in the UK. We sat down with the entrepreneur behind the firm, Mate Rimac.

How have you managed to impress world car manufacturers so quickly? What is so special about you?
"It's not about being special. I just started working on these core concepts very early in my life – while I was still at school – and I was prepared to work my ass off. It probably helped not to have had a long career in big industry; it taught me how to do the things we needed without any hope of a big investment. In the end, that was an advantage."

You're all about supercars now, but do you expect the capability of your hypercar to trickle down to mainstream vehicles?
"Of course it will. One of our biggest investors is Hyundai-Kia. They do things in big volume and are never likely to make supercars."

Why are you in the UK now? Is there more to your visit than setting up this sales deal?
"There is, but I wouldn't for a second underestimate what we're doing with HR Owen. That's going to be very important. But we'll probably set up an R&D centre here, too, because I believe UK engineers are the best in the world, and I like working with them. They're very pragmatic."

How do you view the future of high performance?
"I believe there is more to this subject that speed. We have to think a long way beyond that. For instance, for how long will cars need steering wheels? And how much horsepower is enough? The McLaren F1 had 600, years ago. Now you can get that in a BMW M5."

What's the coolest thing about your new hypercar?
"You could talk about the equipment: we have cameras that look both at the driver and out of the car. They automatically make a video you can review and share after journeys. But for me it's the things you can do when each of your car's wheels is separately powered by a very finely controlled motor. It changes a car's potential completely."

Rimac will sell its C_Two hypercar in the UK through HR Owen

CALLS TO CURB RISE OF HIGH-POLLUTING SUVs

A government-funded energy research body has called for "immediate action" to halt rising sales of SUVs and other large vehicles because of the high levels of CO_2 they emit. The UK Energy Research Centre claims SUVs produce around 25% more CO_2 than a medium-sized car due to their extra size, weight and reduced aerodynamic efficiency. SUVs accounted for 21.2% of total vehicles sold in the UK last year, up from 6.6% in 2009 and 13.5% in 2015. Electric cars are outsold 37 to 1 by SUVs.

Damien Smith

RACING LINES

Bloodhound LSR hit 628mph in the South African desert

ON 18 DECEMBER last year, Yorkshire businessman Ian Warhurst injected new hope into the Bloodhound land speed record project. He bought it, saved it from liquidation and vowed the missile (mere 'car' doesn't seem to be enough) would run in South Africa, as originally intended. A year on from the deal, Bloodhound is one of the best and most inspiring motorsport stories of 2019.

The machine was flown out to South Africa in October in preparation for its first runs on the Hakskeenpan dry lake bed 'race track', a 16km by 500m strip cleared of stones, by hand, in the Kalahari desert. The purpose was not ultimate speed: as with any racing project, Bloodhound required testing. A total of 192 sensors were fitted to monitor its aerodynamic performance and create a correlation to the computer programmes by which it was designed. But inevitably it was the speeds that would create the headlines.

Back in 1997, RAF pilot Andy Green set the first supersonic land speed record in Thrust SSC, at 763.035mph in the Black Rock desert, Nevada. Now, 22 years later at the age of 57, here he was again, strapping himself back into an LSR contender. Naturally, he wasted little time getting up to astounding speeds.

On 5 November, Green completed systems checks at 100mph, then returned a day later to properly gun the Rolls-Royce EJ200 jet engine and reach 501mph. A milestone right there.

Then on 16 November, Bloodhound really hit its stride, as Green managed 0-628mph in 50 seconds – unofficially the sixth-fastest speed ever recorded on land. That's some achievement, given how close Bloodhound was to being put down just 11 months earlier. And the correlation between reality and CFD? Around 90%.

Buoyed by the successful test, the device is currently being shipped back to the UK where it will be delivered to SGS Berkeley Green University Technical College in Gloucestershire, to be fitted with a rocket developed by Norwegian aerospace specialist Nammo. That should thrust Bloodhound to the record – but now Warhurst faces another race, arguably tougher than Green's on Hakskeenpan. He needs to raise around £10 million for Bloodhound to return to South Africa in 12-18 months' time. Not easy despite the achievements so far, in a time dominated by all-too-real climate change concerns for our planet.

The target is 800mph. But having already topped 1000kph, that original and outlandish 1000mph mark remains a tempting siren. Wonder where Warhurst, Green and Bloodhound will be 12 months from now?

> "Bloodhound faces another race – to raise £10m to go for the record"

GET IN TOUCH
damien.smith@haymarket.com

Civic will be the last Honda to be built at the Swindon factory

What happened in 2019

What a year it has been for car makers generally and the UK car industry specifically

The car industry has always looked ahead, but it has never been more focused on the future than it is right now. It is a time of unprecedented change, with electrification, legislation, autonomy and other new technology set to profoundly affect the way cars are built, powered, driven and sold.

During 2019, we've had glimpses of that future, with the launch of models such as the Porsche Taycan, Volkswagen ID 3 and Peugeot e-208 and the arrival in Europe of the Tesla Model 3.

Those machines show the future is bright: the problem is that it's not here yet. But the disruption being caused by all that change – and several other factors – is and was reflected in the turbulent state of the car industry in 2019.

Here are the big issues that dominated the motor industry this year.

Uncertainty hits car sales

Analysts expect more than three million fewer new cars will be sold globally this year than in 2018. In the UK, year-on-year sales were down 2.7% at the end of November. There are multiple reasons for the decline, with the economic slowdown and consumer uncertainty playing key roles, exacerbated in the UK by the ongoing drama over Brexit.

The continued decline of diesel, accelerated by the increasing prospect of anti-diesel legislation, was also a major reason for the fall. Sales of diesels fell more than 22% year on year in the UK – hitting firms with a heavy reliance on those engines, such as Jaguar Land Rover (JLR).

Another key concern was the continued struggle of China: sales in the world's biggest car market were down more than 12% year on year, not helped by trade tensions between China and the US.

Emissions testing and targets

The impact of tougher WLTP emissions tests introduced in late 2018 carried into this year and several firms had to temporarily pull certain cars from sale due to backlogs in getting cars certified under the new system.

The bigger challenge the industry had to face up to this year was preparing for the introduction of the EU's 95g/km CO_2 fleet emissions target in 2020. Those targets will be impossible to hit using purely combustion-engined cars and, with sales of fully electric vehicles yet to pick up, that led to a huge push of hybrid cars.

There will be massive fines for missing those targets, so expect disruption in the availability of certain models as firms take action to adjust the average CO_2 emissions of their fleet during 2020.

The challenge of electrification

That turmoil comes as firms are having to invest heavily – we're talking billions of pounds here – in future technology. Electrification is coming: legislators and an increasingly environmentally conscious public demand it.

Car firms are having to develop electrified powertrains and overhaul their production facilities – and, in some cases, substantially reorganise their entire business operations. They also need to invest in autonomous, digital and connected technology.

That investment is needed today, but the pay-off won't be immediate: EVs accounted for less than 2% of new car sales in the UK in 2019. That figure will rise sharply in years to come as an increasing number of EV models are launched – although it's clear that the public still needs some convincing to make the leap.

There's also the question

VW ID 3 was launched in 2019 and shows the mainstream EV future

Porsche's Taycan set the bar high for new EVs

WLTP forced temporary withdrawal of some cars

PSA boss Carlos Tavares pushed for FCA tie-up

of where those cars will be charged, with the growth of fast-charging networks not reflecting the pace of EV development – and manufacturers, governments and charging firms debating who should be responsible for funding the expansion that's required.

Partnerships and mergers

The huge investment needed in future technology led to another big trend of the year: partnerships. Companies can't fund all that development by themselves and are increasingly sharing the cost.

Toyota has secured a string of deals with other Japanese firms, including Mazda, Suzuki and Subaru, to team up on EV development. Ford has agreed deals with rival Volkswagen and start-up Rivian to build future EVs on those firms' platforms. JLR and BMW are co-operating on electric motor development. Even BMW and Mercedes-Benz, long-time head-to-head rivals, are working together on autonomous technology.

The quest for economies of scale also drove a push for numerous firms to investigate combining forces in formal mergers. The PSA Group reportedly looked at buying JLR; and Groupe Renault and Fiat Chrysler Automobiles (FCA) held merger talks. Neither came to fruition but did point to the biggest story of the year: the agreement of FCA and PSA to merge. The deal, still awaiting final approval, will create the world's fourth-largest car firm.

Environmental issues came to the fore but EV sales remain tiny

Manufacturing in the UK

It was a tough year for car manufacturers in the UK. Falling sales led to falling production, while firms were also forced to invest time and money on Brexit contingency measures for several scheduled (and delayed) dates for the UK's exit from the EU. The lack of an agreement between the UK and EU meant firms spent much of the year not knowing how cross-border trade would work.

That uncertainty came on top of already tough conditions. Honda announced it would shut its Swindon factory, with Ford closing its Bridgend engine plant. Nissan shifted plans to build the next-gen X-Trail away from its Sunderland site and the long-term future of Vauxhall's Ellesmere Port plant remains uncertain, particularly in the wake of the PSA-FCA merger.

Those various struggles are all for numerous different reasons, but all combined to make it a tough year.

JAMES ATTWOOD

THE OUTSIDERS: THE NEW FIRMS TRYING TO DISRUPT THE INDUSTRY

Thanks to ever controversial boss Elon Musk, Tesla is rarely far from the headlines – and it again attracted plenty of attention in 2019.

Questions over Tesla's financing, stock value and long-term future remain, but the firm had a good 2019: Model 3 sales were strong and the first examples reached the UK and mainland Europe; it unveiled the Model Y SUV and Cybertruck; and it started work on a pivotal Shanghai factory.

But it wasn't the only EV start-up to attract attention. Nio has often been described as the Chinese Tesla and it lived up to that billing in 2019 by expanding its range of premium EVs while investors questioned its financial viability.

Rivian has yet to launch its first model, but the start-up secured huge deals to supply platforms to Ford and build delivery vehicles for Amazon. It's definitely one to watch in the years ahead.

Meanwhile, much was expected of billionaire inventor James Dyson's promised 'groundbreaking' EV – but he canned the project late in the year after failing to find a way to make it financially viable.

Dyson's EV bit the dust but its tech may be used elsewhere

2020 FORESIGHT: WHAT TO WATCH FOR NEXT YEAR

Electric cars

Manufacturers expect the arrival of a host of mainstream, relatively affordable electric cars to send sales surging. But will customers overcome their range anxiety and start buying them?

The FCA-PSA deal

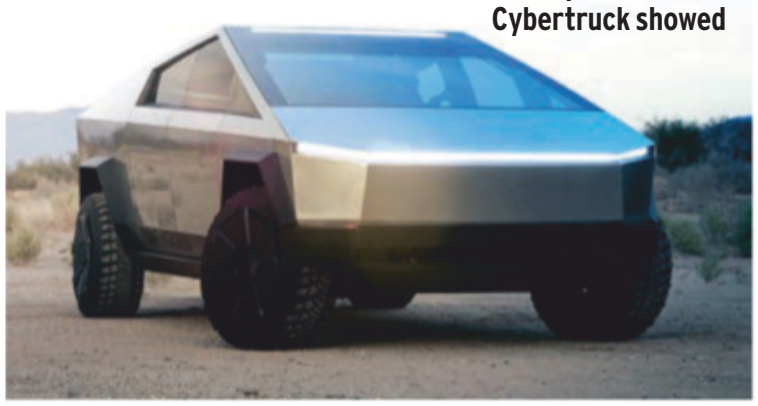
Pending approval, expect swift moves as the Franco-US-Italian giant starts to act on its new-found scale. Could the next Fiat 500 be shifted to the Peugeot 208 platform?

Brexit

We should finally get some clarity – but the impact on the car industry is likely to be substantial.

Tesla (again)

Industry disruptor and Tesla CEO Elon Musk shocked the world with the Cybertruck – and Tesla will surely continue to have an impact on the industry far beyond its size.


EV pioneer Tesla is full of surprises, as the Cybertruck showed

A decade of change

We look back at how the sands have shifted in the car world over the past 10 years

At the start of 2010, the car industry was in tumult. The global financial crisis had caused major firms – notably GM and Chrysler – to collapse, car sales were declining and China was best known for making copycat knock-offs.

As the decade draws to a close, many of those challenges seem trivial as the industry battles with the turmoil caused by Dieselgate, new emissions regulations and, in the UK, Brexit.

It hasn't all been bad, though. Market changes have helped both premium and budget firms to thrive, the SUV boom has transformed a number of firms and cars are safer and greener than ever.

As the decade ends, here's a snapshot of how the car industry has changed since 2010.

Making headlines in the 2010s...

TESLA

In 2010, Tesla was a small EV firm producing a niche Roadster. Led by Elon Musk, it has grown to become one of the industry's most disruptive – and controversial – companies.

DIESELGATE

The 2015 revelation that Volkswagen Group brands had cheated emissions tests in the US rocked the industry, sparking a plummet in diesel sales that still continues. After a management clear-out, the Volkswagen Group has continued to thrive.

CHINA

Even with recent struggles, the Chinese car market boomed during the past decade, from around 13 million sales in 2010 to more than 23 million this year. And Chinese firms have been influential, too: Geely now owns thriving Volvo and Lotus.

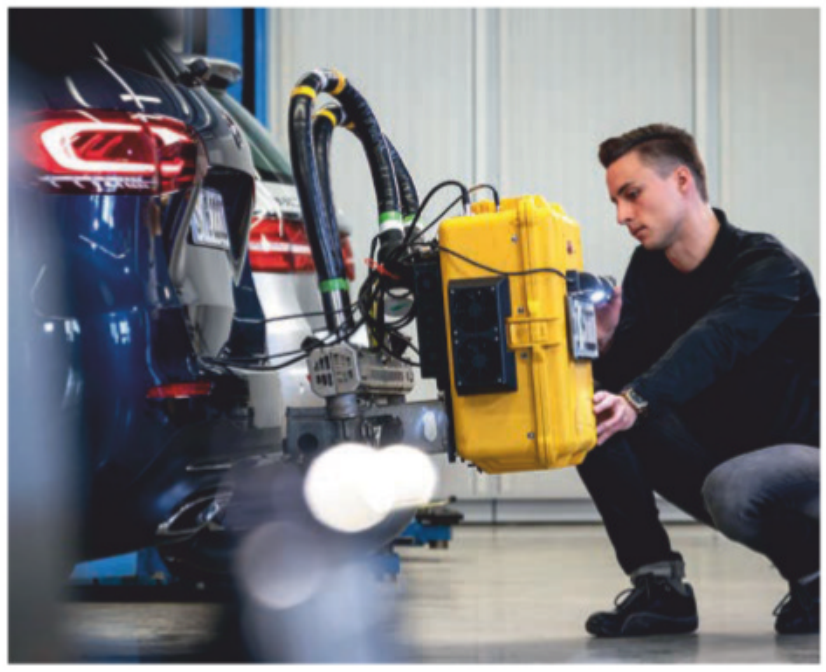
SUVs

These high-riding models were popular in 2010 but sales have soared in the past decade. They now account for 40% of cars sold in Europe and car firms are still growing their SUV line-ups.

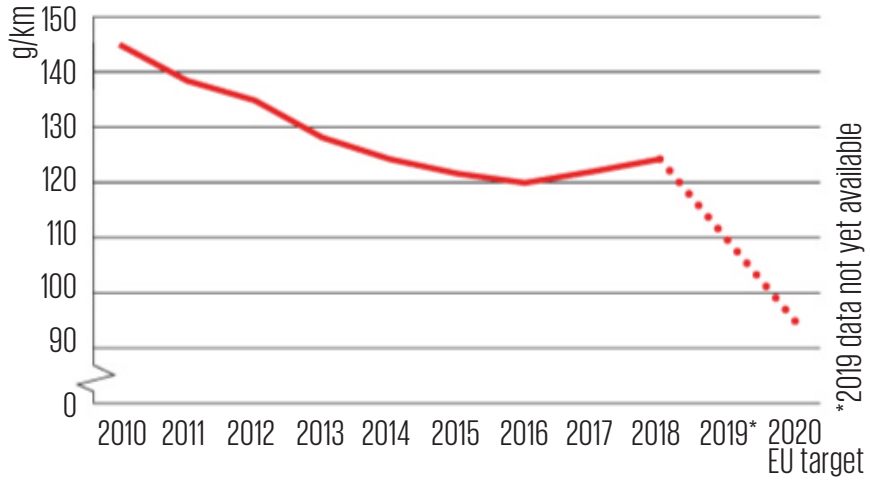
2010 vs 2019: THE BEST-SELLING CARS

	2010	2019*
1	Ford Fiesta	Ford Fiesta
2	Vauxhall Astra	Volkswagen Golf
3	Ford Focus	Ford Focus
4	Vauxhall Corsa	Vauxhall Corsa
5	Volkswagen Golf	Mercedes-Benz A-Class
6	Volkswagen Polo	Nissan Qashqai
7	Peugeot 207	Mini hatch
8	BMW 3 Series	Ford Kuga
9	Mini hatch	Volkswagen Polo
10	Nissan Qashqai	Kia Sportage

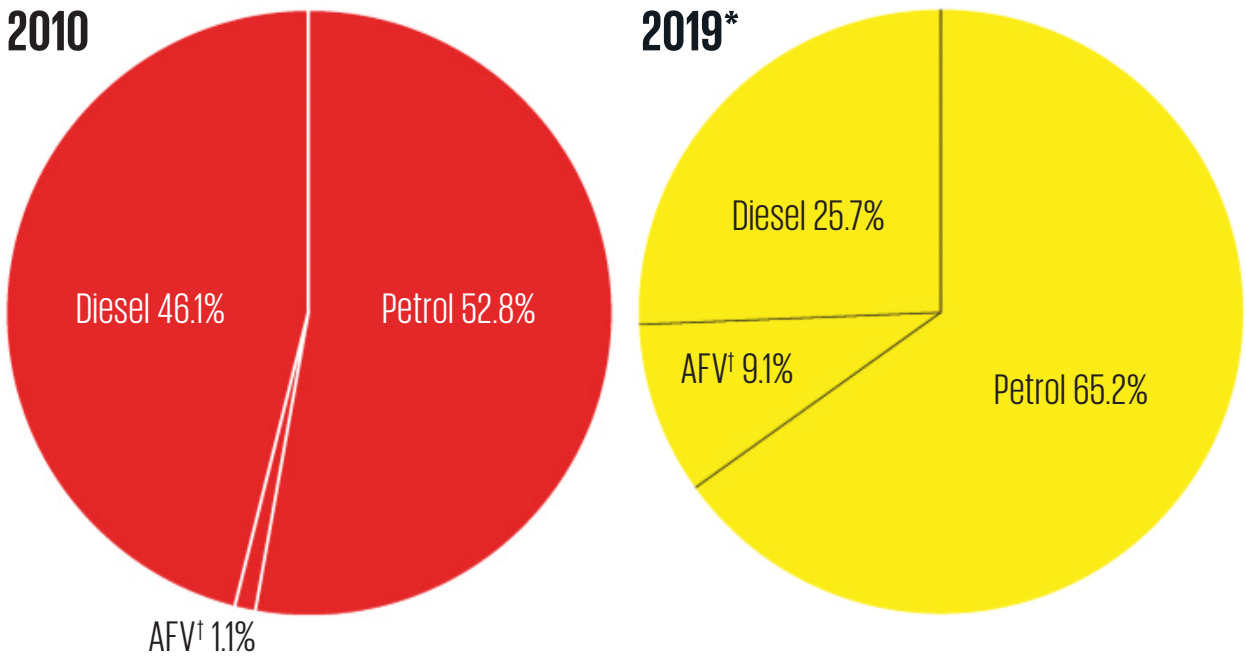
*Until the end of November 2019



HOW NEW CAR CO_2 EMISSIONS HAVE FALLEN



HOW POWERTRAIN SALES HAVE CHANGED



†Alternatively fuelled vehicles (includes mild hybrids, hybrids, plug-in hybrids and EVs)
*Until the end of November 2019. Figures are a percentage of the total market

Top 10 car brands (by market share)

	2010	2019*
1	Ford (13.81%)	Ford (10.23%)
2	Vauxhall (12.18%)	Volkswagen (8.61%)
3	Volkswagen (8.60%)	Mercedes-Benz (7.50%)
4	BMW (5.39%)	BMW (7.20%)
5	Peugeot (5.38%)	Vauxhall (7.10%)
6	Audi (4.92%)	Audi (6.02%)
7	Renault (4.71%)	Toyota (4.65%)
8	Nissan (4.42%)	Kia (4.27%)
9	Toyota (4.30%)	Nissan (4.03%)
10	Mercedes-Benz (3.69%)	Hyundai (3.68%)

*Until the end of November 2019

MARKET SHARE

Growing

MERCEDES-BENZ (+3.81%) BMW (+1.81%) AUDI (+1.1%)
The growth of contract hire deals has made offerings from premium firms attainable for a reasonable monthly rate, fuelling the growth of Germany's big three.

KIA (+1.51%) HYUNDAI (+0.64%)
The reputation of these two Korean brands has transformed in the past decade, from offering cars that are good value for money to cars that are just plain good.

JAGUAR (+0.77%) LAND ROVER (+1.50%)
Jaguar Land Rover's recent financial wobbles mask a decade of growth, fuelled by quality cars such as the Range Rover Evoque and Jaguar F-Pace.

SEAT (+1.39%) SKODA (+1.17%)
VW Group synergies and the growth of SUVs have led to significant expansion for these two brands.

DACIA (+1.32%)
Only launched in the UK in 2013, Renault's budget sub-brand has carved out a decent market share thanks to the affordable Sandero and cult hit Duster.

MARKET SHARE

Shrinking

VAUXHALL (-5.08%)
Struggled in latter years of GM ownership, but fortunes – and range – are looking much improved since purchase by the PSA Group in 2018.

FORD (-3.58%)
Ford is still the most popular manufacturer in the UK, thanks to the continued success of the Fiesta and Focus – but its market share has been eroded by the rising popularity of both budget and premium manufacturers.

RENAULT (-2.19%) PEUGEOT (-1.91%) CITROEN (-1.39%)
France's top three car makers have lost ground to their German rivals over the past decade, but new models and recent efforts by all three to focus on design show their potential to stem the decline over the coming years.

peugeot.co.uk/new-208

ALL-NEW PEUGEOT 208

UNBORING THE FUTURE

FULL ELECTRIC; PETROL OR DIESEL
PEUGEOT 3D i-Cockpit®
NOW AVAILABLE TO ORDER

MOTION & e-MOTION

PEUGEOT

PEUGEOT RECOMMENDS TOTAL Official Fuel Consumption in MPG (l/100km) and CO_2 emissions (g/km) for the all-new PEUGEOT 208 range are: Combined 44.3 (6.4) – 71.4 (4.0) and CO_2 108-0g/km.

The fuel consumption or electric range you achieve, and CO_2 produced (where applicable), in real world conditions will depend upon a number of factors: including the accessories fitted (post registration), the starting charge of the battery (electric only), variations in weather, driving styles and vehicle load. The all-new e-208 is a battery electric vehicle requiring mains electricity for charging. There is a new test (WLTP*) for fuel consumption, CO_2 and electric range figures. The estimated electric range and CO_2 figures are achieved using a new test procedure. The CO_2 figures shown are NEDC equivalent, calculated using EC correlation tool which converts WLTP figures to NEDCeq** figures and will be used to calculate tax for first registration. Figures shown are for comparability purposes; you should only compare fuel consumption and CO_2 and electric range with other vehicles tested using the same technical standard.*WLTP – Worldwide harmonised Light vehicles Test Procedure.**NEDCeq – New European Driving Cycle. Models shown are all-new PEUGEOT 208 GT Line 1.2 PureTech 130 EAT8 8-speed automatic and all-new PEUGEOT e-208 GT Line Electric 50 KWh 136. Information correct at time of print. For further information visit peugeot.co.uk/new-208

Steve Cropley

MY WEEK IN CARS

Elva, at McLaren's HQ: we're looking forward to driving it in 2020

Murray shows how his bold T50 handles airflow

THURSDAY

It's always the same. As we bolt towards the year end, the news creators find fascinating last-minute car facts to impart. Which is why this week I came to be sitting in Gordon Murray's boardroom, discussing the aero intricacies of his forthcoming featherweight hypercar, the T50. The project had reached a stage where fresh information could be shared and to hell with the calendar. The design is frozen: now Murray must make it as good as it looks.

There are few meetings more enjoyable than a technology one-to-one with Murray. On the way back to the office, I wondered exactly why this should be – and decided it's because the great engineer seems to love the discussion every bit as much as his audience. He's an artist enjoying the feel of the brush. Technology is Murray's living, his life, his hobby and his delight, and you see it every time he speaks.

> "Technology is Murray's living, his life, his hobby, his delight"

FRIDAY

My fourth trip to Aston Martin's St Athan plant, this time for the official opening. The great and good were there, with the exception of Canadian billionaire Lawrence Stroll, strongly rumoured to be bidding for a stake in Aston. It was fun watching former boss Ulrich Bez giving current CEO Andy Palmer the benefit of his wisdom and heart-warming that the company had invited Jean Gauntlett, wife of late Aston boss Victor, to whom everyone in that room owed a debt. Without Gauntlett's guts through the 1980s, Aston would have failed long ago.

MONDAY

Fine evening with members of the Bristol Pegasus Motor Club, rattling on about life as a motoring hack as part of their annual general meeting. This demonstrated a positive and a negative: first, that great times can still be had just talking cars and low-key motorsport with your mates; second, that the traditional concept of motor clubs is under threat, or would be without a determined group of old stagers keeping it going. Not sure what the answer is for the future, but I do know this is a form of fun worth fighting for.

TUESDAY

I've just discovered a brand-new form of electric-motoring glitch: leaving the charging cable behind. Went to a meeting at Jaguar Land Rover in Coventry, at which a kind person took our I-Pace away for a quick wash because it was reet muddy and we had photographs to take on the way home. He vacuumed the boot, removing the cable to do so. And didn't put it back. For all the plethora of chargers ostensibly available between Coventry and London on the likes of Zap-Map, it's surprising how cheesed off you feel if you know you can't charge at home. Cable and car are reunited now, but it was a fraught 48 hours.

WEDNESDAY

More last-minute stuff, this time a real-life look at the McLaren Elva, the lightweight, screenless model they revealed recently, which we should drive next August/September. The ultra-open cockpit looked inviting, but my major interest was with McLaren's exceptional efforts to tune the exhaust. First, they've cleared a direct path from the quad pipes to your ears. Second, they've arranged the top pair close together, which, project engineer Jonny Swinhoe says, builds the "high-order content" of the sounds. The bottom pair are widely separated and set low down, which builds lower-order content and bounces it off the road. The result, says Swinhoe, is the best-sounding McLaren yet – another reason to look forward to 2020.

AND SO TO 2020...

Time for my last sentences of the year. We begin preparations for the year end about August so this moment always seems a long time coming, but now it's here and I'm driving off for the holidays in our Jaguar I-Pace, emblem of everything good and new. All of us at Autocar wish you a successful new year, and we thank you all for your magnificent support. My own hopes for 2020 are simple: make it as fascinating, enjoyable and uplifting as the one we've just had.

GET IN TOUCH
steve.cropley@haymarket.com @StvCr

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TESTED 4.12.19, TENERIFE, SPAIN ON SALE NOW

AUDI RS Q8

Straight-line ferocity, handling discipline, practicality, off-road ability: an RS Q8 has it all

It's all about the numbers with the RS Q8 and most of them are quite big ones: 592bhp, 590lb ft, 2315kg, 190mph, 23in (wheel size), £103,750... These are just a few of the headline figures. And then there's 7min 42.253sec, which is the time it took this superheated SUV to lap the infamous Nürburgring Nordschleife, making it the quickest car of its type to do so. This is a fast car, then, even among an ever increasing number of rapid off-roaders. And it feels it, too.

This point was highlighted when we got the chance to ride shotgun around the Nürburgring with Audi factory ace Frank Stippler (Autocar, 6 November). Not only did it devour straights with alarming alacrity, but it also seemed to cope with corners equally effortlessly. Yet you can't come to any real conclusions until you've climbed behind the wheel yourself, which is why we're in Tenerife and about to tackle some of the epic roads that cover the island's arresting lava-formed landscape.

But before we do, a quick recap. Underneath its aggressively enhanced Q8 skin (the legendary Group B S1 Quattro is said to have influenced the go-faster add-ons, although you'd be hard pressed to see the similarities) is an upgraded SQ8. Out goes that car's diesel engine, replaced by the same twin-turbocharged 4.0-litre V8 petrol that serves in the Porsche Cayenne Turbo and Lamborghini Urus. Here, it delivers the aforementioned 592bhp and 590lb ft, which is more than the Porsche but less than the Lambo.

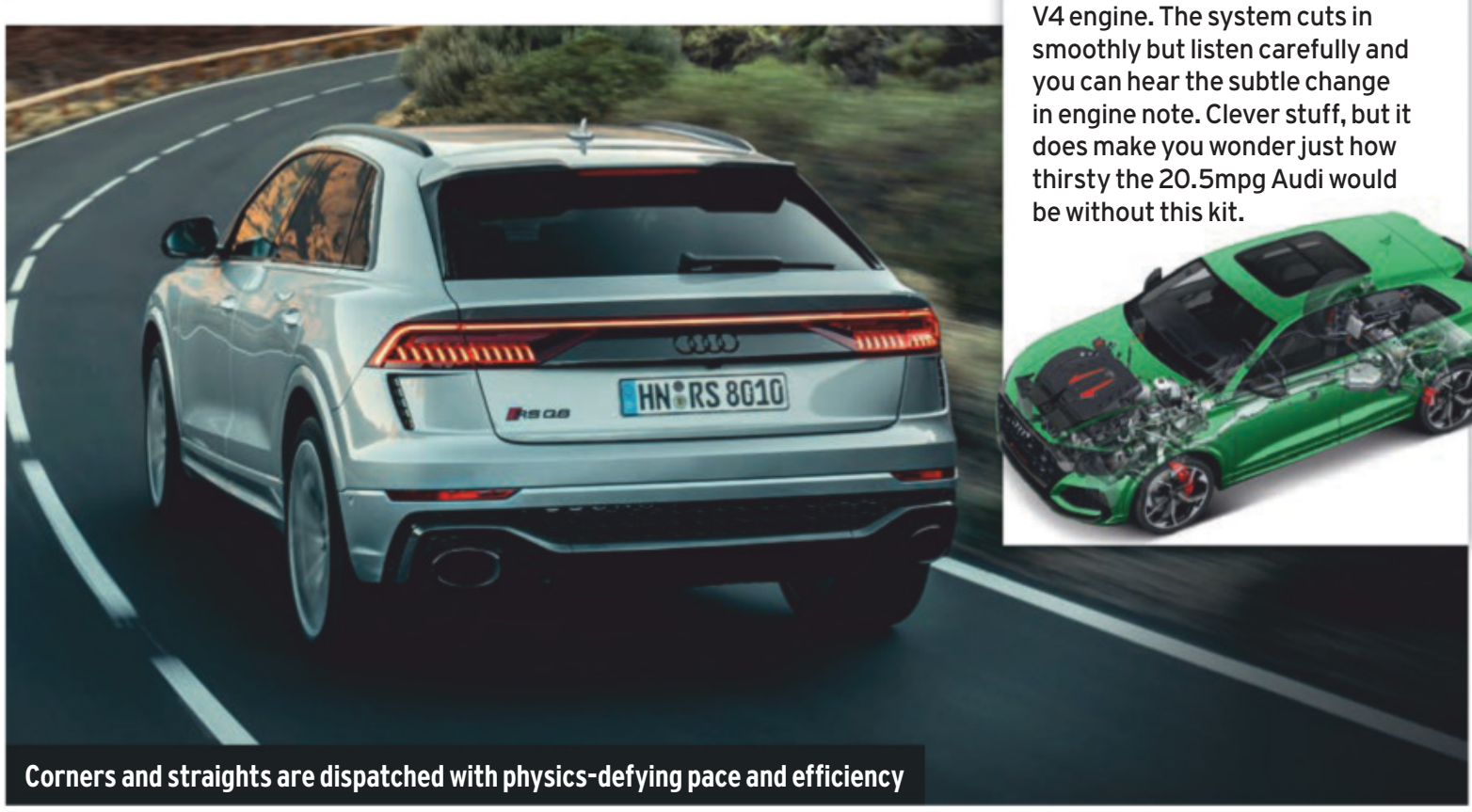
Drive is transmitted via an eight-speed automatic to a four-wheel drive that is capable of channelling up to 80% of the torque to the back axle (40/60 front to rear is the default setting) and has an active torque-vectoring limited-slip differential.

Suspension modifications over the SQ8 run to a wider track (10mm front and 5mm rear), revised damper rates for the adaptive air suspension and an optional 48V anti-roll system. Our car was fitted with this set-up and had optional 23in alloy wheels (22s are standard), although the 295mm width of the tyre is the same, regardless of wheel diameter. There's also four-wheel steering (standard on Vorsprung models, optional on others), which can turn the back

Don't let its dynamic prowess blind you to its family-friendly capabilities

TESTER'S NOTE
A front-facing camera is linked to the Audi's stop/start system, so when the vehicle in front moves away, the engine automatically restarts. **JD**

Driving environment is comfortable and feels suitably classy and high tech



Corners and straights are dispatched with physics-defying pace and efficiency

TWO WAYS THE NEW RS Q8 SAVES FUEL

Performance might be the prime focus of the RS Q8, but Audi has also taken steps to improve the car's fuel efficiency. One such is the mild-hybrid system, which comprises a 48V belt-driven and water-cooled starter/generator that feeds a lithium ion battery under the boot floor. This set-up can recover up to 12kW during braking and coasting, the latter now possible for up to 40sec with the engine shut off completely.

There's also the familiar cylinder-on-demand technology, which shuts off cylinders two, three, five and eight under light throttle loads, the resulting regular firing pattern essentially creating a temporary V4 engine. The system cuts in smoothly but listen carefully and you can hear the subtle change in engine note. Clever stuff, but it does make you wonder just how thirsty the 20.5mpg Audi would be without this kit.

wheels up to 5deg in the opposite direction to the fronts at low speed and 1.5deg in the same direction above 37mph.

Arguably, it's the four-wheel steering that sets the tone for the RS Q8. Its ability to quickly rotate the rear of the car to quell understeer helps to deliver a level of agility that simply shouldn't be possible for a car of this size and weight.

Regardless of driver mode (there's a bewildering array of settings, some of which can be stored and saved for quick access via an RS button on the steering wheel) the steering is fairly mute, but the rack is quick and the weighting is reassuringly hefty, plus there's plenty of turn-in bite, allowing you to commit to the apex with real confidence. And with the rear steer swinging you straighter sooner, you can get on the throttle earlier and exploit the double-whammy effect of that torque-vectoring diff and the four-wheel-drive traction. The anti-roll wizardry plays its part, too, helping to keep things on an even keel and under cast-iron control.

It's not an engaging car in the accepted sense and you feel that the systems are doing a lot of the work, but it's hard not to giggle a little at the vast RS Q8's ability to deal with corners and changes of direction with near-hot-hatch poise and agility.

It doesn't mess about on the straight bits in between, either. Once the compressors are really boosting above 2000rpm, the V8 fires the RS Q8 along with deep-chested, relentless energy, and in Dynamic mode, the twin exhaust's woofly baritone is enhanced by some pops and bangs on the overrun. And although the carbon-ceramic brakes (standard on this car with the raised top speed, optional on others) suffer from a dead patch at the top the pedal travel when you're pootling, they deliver powerful, fade-free and easily modulated retardation when you work them. If there's a criticism of the drivetrain, it's that the eight-speed auto can slot home ratios a bit jerkily in its most aggressive mode.

> "Once above 2000rpm, the V8 fires the RS Q8 along with deep-chested, relentless energy"

Dial everything back and the RS is pretty much as easy to live with as a standard Q8, with the exception that there's an underlying firmness to the ride, even in its softest setting. The cabin is spacious and classy, with the same wall-to-wall TFT screens, plus there's room for five people and a usefully large boot. Hell, it'll even go off road if you want, the air suspension jacking the car up by 50mm for greater ground clearance. Towing horse boxes across muddy fields shouldn't be a problem, either.

Yes, you can easily argue that cars like this represent conspicuous consumption of the worst kind and, in the RS Q8's case, it's hard to fight its corner as fast family transport in the face of the quicker, cheaper and more spacious RS6. Yet as a physics-bashing engineering achievement, it's hard not to admire the RS Q8. And, of course, it doesn't hurt that it undercuts the less powerful Porsche Cayenne Coupé Turbo yet includes some of that car's optional dynamic driver aids as standard.

JAMES DISDALE
@jamesdisdale

AUDI RS Q8

Given its size and mass, its dynamic abilities are outrageous and its price undercuts less powerful rivals'

★★★★☆

Price	£103,750
Engine	V8, 3996cc, twin-turbocharged, petrol
Power	592bhp at 6000rpm
Torque	590lb ft at 2200-4500rpm
Gearbox	8-spd automatic
Kerb weight	2315kg
0-62mph	3.8sec
Top speed	190mph (limiter removed)
Economy	20.5mpg (22in wheels)
CO_2, tax band	277g/km, 37%
RIVALS	BMW X6 M Competition, Mercedes-AMG GLE 63 S Coupé, Porsche Cayenne Coupé Turbo

TESTED 6.12.19, SILVERSTONE **ON SALE** NOW

RADICAL RAPTURE

Road-legal track-day special will get its driver's – and everyone else's – attention

TESTER'S NOTE
Owning a Rapture might be a bit like having a 'dangerous' dog. Some people will think you're irresponsible, others that you're just bonkers. But those few who recognise what it is, and know what it takes to exercise it well, will approve greatly – just so long as you don't take it on the school run. **MS**

On a chilly, unnumbered country road, a rider of a pinto-patterned horse waves by the driver of a Day-Glo-coloured track car with a politeness undue to someone with vastly less business to be where he is than she. It's five degrees above freezing, it's December and we're a few miles to the south of Silverstone: neither the time nor the place you'd pick to introduce yourself to a brand-new road-legal track car. But when have minor hurdles like that ever stopped us?

The Rapture is the latest road-legal track-day special from Peterborough-based racing car builder Radical. A successor for the old SR3 SL, it is ostensibly an SR3 spaceframe prototype adapted to pass road safety homologation rules in Europe and elsewhere in the world. While it may be road-legal, however, it's still primarily track-intended; the sort of car designed to be drivable to and from a circuit but not used on many other occasions – and whose existence allows Radical to sell cars to people without motorsport licences in countries where you're simply not allowed to buy a track car without one.

Around the Rapture's FIA safety cell and all of the lightweight tubing of its chassis sits plastic composite bodywork. At the front and rear are double-wishbone axles with fully adjustable suspension. Further still towards the car's extremities are expansive, angry-looking aerodynamic surfaces, with the front splitter in particular having been reprofiled for greater downforce under heavy dive.

Doing the driving, meanwhile, is a longways-mounted 2.3-litre Ford Ecoboost four-pot turbo engine retuned by Radical to produce 360bhp and 320lb ft of torque, which feeds the rear wheels via a six-speed sequential paddle-shift gearbox and a Quaife limited-slip diff. This is Radical's £110k 'junior' road-legal option, then – but still one with nearly 500bhp per tonne.

You don't so much step in as hop over the broad sidepod and drop down into a fairly tight cockpit that substitutes a windscreen for a tiny lip of a wind deflector and offers only four-point belts and a pretty perfunctory arrangement of secondary switchgear controls. At 6ft 3in, I was on the outer limit of leg-room provision in the car and was a little short on outboard elbow room, too – although in neither respect was I beyond the bounds of comfort.

The engine fires after rotating the battery isolator and ignition keys and then prodding the starter button. Dry sumped, it needs a few minutes to warm through before it will run in anything other than 'limp' mode. Even when warm, it's pretty raw and unruly on part throttle, rocking on its rigid mountings every time you tip into the accelerator pedal travel, and making the gearbox shunt and thrash and whine at low revs. Everyday speeds and low revs are pretty plainly not what the Rapture's powertrain is intended for. Likewise, its chassis rides tolerably well on the road but it tramlines around bump and camber in a way that can make it feel lively indeed on B-roads.

The car is even lively on a wintry, wet race track, albeit differently so. In a car this light, 360bhp makes for no-prisoner-taking outright pace but also, I'm pleased to report, drivability good enough that a pilot equally unfamiliar with car as track can enjoy several sets of wet laps without accident or incident. There are no electronic aids here, so linearity and feedback matter greatly. Even in the wet and at reduced speeds and loads, plenty of both are provided.

To properly gauge the car's driver appeal is a job for warmer, drier conditions, but my bet, remembering its predecessor fondly, is that the Rapture will reward big track-day commitment in vivid style. The SR3 SL was a car you could drive around the outside of Porsches and McLarens at corners like Copse and Stowe in a way to make richer men wonder how much they'd pay to be that little bit braver and more unhinged. I've every reason to expect the Rapture will deliver those inimitable kicks even more successfully.

MATT SAUNDERS
@thedarkstormy1

There's 500bhp per tonne, linear responses and good feedback for the driver in the narrow, minimalist, two-seat cockpit

RADICAL RAPTURE

Not as usable or well mannered as some lightweights but ought to be spectacular in its track-day element

★★★½☆

Price	£110,000
Engine	4 cyls, 2261cc, turbocharged, petrol
Power	360bhp at 6000rpm
Torque	320lb ft at 3600rpm
Gearbox	6-spd paddle-shift sequential
Dry weight	765kg
0-62mph	3.1sec
Top speed	165mph
Economy	na
CO_2, tax band	na
RIVALS	Dallara Stradale, Lotus 3-Eleven

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VAUXHALL CORSA

High-selling, new PSA-era model makes it to the UK

This is the first time we've driven the new, speedily developed Vauxhall Corsa on British roads. And if there's anywhere it's worth testing the Corsa, it's here, the supermini's biggest market – bigger even than sister brand Opel's home, Germany.

Most will be aware of the story behind the latest Corsa, developed in just two years after the PSA Group bought Vauxhall/Opel. Most will also know that it's closely related to the new Peugeot 208, which we've yet to drive in the UK.

Its shape is unrecognisable from the car it replaces, with a squat, purposeful stance thanks to a full 48mm lopped off the roofline. The variant range, too, is far less baffling, with two petrols, one diesel, the new all-electric model (more on that in the new year) and six trim levels.

This is no longer a cheap car (you can spec a petrol Corsa to £26,000 before options), but at least it looks and feels its price premium, if it is less distinctive inside and out than its Peugeot sibling. Perceived quality is respectable, and Vauxhall has taken a more traditional, ergonomic focus with the dash layout than its French counterparts.

There's also a normal-size steering wheel (no i-Cockpit here), but odd PSA traits remain, including a comically small glovebox and pedals that are placed too close for comfort for this 6ft 2in driver. Rear leg room isn't exactly generous, either.

Efforts to keep weight down for the EV version mean the Corsa is up to 108kg lighter than its predecessor. As a result, the expected (but not yet confirmed) 128bhp petrol version should have warm hatch pace, while the 99bhp turbo unit we've got here is strong, tractable and refined, and should deliver on the economy front, too. It runs out of puff after 5000rpm, however.

Dynamically speaking, the Corsa is better than also-ran status but it's not quite at the benchmark set by the Ford Fiesta. Turn-in is positive and there's real agility to be explored, while grip seems strong and body control tidy enough. It's wholly competitive and modestly entertaining. Ride comfort is wheel-size dependent – models with 16in rims are significantly more supple than those riding on 17s, which felt a bit unsettled on our rural route. Refinement is decent, however, which together with good seat comfort benefits long journeys.

LAWRENCE ALLAN
@loballan

Tall drivers will struggle owing to pedal positioning

VAUXHALL CORSA SRI NAV 1.2 100

A good car and more desirable than ever. But in a highly competitive field it's no class leader, and not cheap

★★★½☆

Price	£19,200
Engine	3 cyls, 1199cc, turbo, petrol
Power	99bhp at 5500rpm
Torque	151lb ft at 1750rpm
Gearbox	6-spd manual
Kerb weight	1090kg
0-62mph	9.3sec
Top speed	121mph
Economy	52.3mpg
CO_2, tax band	96g/km, 23%
RIVALS	Renault Clio, Ford Fiesta, Seat Ibiza

MAZDA CX-30 2.0 SKYACTIV-X GT SPORT 2WD

Price £28,875 **On sale** Now
What's new? New 3-derived SUV majors on style and takes the fight to the likes of Audi's Q2

THE MAZDA CX-30 could just be the most stylish of all the style-driven compact SUVs. It might not have the badge appeal of a Mini Countryman or Audi Q2 but, in terms of the perceived quality of its interior and the appeal of its design, there's very little to turn your nose up at here.

It drives sweetly, too, with accurate steering that's sensibly weighted and steadfast body control. Admittedly, its ride can be a wee bit agitated over rougher surfaces but, for the most part, it's plenty comfy.

Gripes are relatively limited. The Skyactiv-X engine is refined enough but lacks some of the usable torque of turbocharged rivals. Space in the back is a bit tight, too. Otherwise, this is a likeable car indeed. **SD**
★★★★☆

NISSAN JUKE DIG-T N-CONNECTA

Price £20,995 **On sale** Now
What's new? Second-gen Juke ups its interior space and simplifies the engine line-up

MUCH LIKE PORSCHE develops the 911 on the Nürburgring to improve its performance across the board, Nissan focused on roundabouts for the new Juke. And it's worked: though powered by a toothless 115bhp downsized petrol triple, the rejuvenated version of the original crossover hatch handles deftly, steering with an accuracy and feel generally absent from the class. The ride quality remains on the firm side, though, especially at low speeds.

That the interior is so greatly improved, with soft-touch surfaces and more space, further heightens this British-built sales phenomenon's appeal. The Juke remains imperfect but just as likeable as ever. **RL**
★★★★☆

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PHOTOGRAPHY OLGUN KORDAL

Volvo S60

Volvo attempts to combine the super-saloon and PHEV with its flagship S60

MODEL TESTED **T8 AWD POLESTAR ENGINEERED**

Price £56,105 • **Power** 400bhp • **Torque** 494lb ft • **0-60mph** 5.4sec • **30-70mph in fourth** 6.2sec • **Fuel economy** 33.9mpg • **CO_2 emissions** 45g/km • **70-0mph** 51.8m

We like

- Blend of rational and irrational appeal as a high-end fleet option
- Duality of character both in town and out of it
- Super-sophisticated, closely damped ride and first-rate body control

We don't like

- Four-cylinder engine could be better integrated with hybrid driving experience
- Not quite characterful, fast or balanced enough to count as a great super-saloon

Since the turn of the millennium, Volvo has changed out of sight. Some may continue to think of the now Chinese-owned firm as a purveyor of boxy Swedish estates, but the situation on the ground couldn't be more different.

Catalysed by the arrival of the XC90 in 2002, Volvo's growth has been built on an expanding range of suave, sophisticated SUVs. A look at its 2018 annual report confirms it: of the 642,253 cars sold globally last year, 56% wore 'XC' badges.

It's interesting to ponder, then, just where the subject of this week's road test might fit into that broader picture. Any premium car maker worth its salt needs to be represented in the compact executive saloon class; and while the S60 has always been a more leftfield alternative to rivals from BMW, Audi and Mercedes, that hasn't stopped it from being a strong performer for Volvo.

However, as the second-generation S60 aged, it inevitably began to take a back seat: of the 50,319 Volvos sold in the UK in 2018, the S60 accounted for just 960. The weight of expectation placed on this new US-built, third-generation model to revitalise those sales will be significant.

The more workaday variants of this latest S60 will likely account for the lion's share of those sold. But with the latest BMW 3 Series reaching new heights of dynamic prowess, it's this performance-oriented S60 T8 Twin Engine Polestar Engineered that's piqued the interest of the Autocar road test desk enough to lavish eight pages, and our weekly battery of performance and handling tests, upon it. Time to find out how worthy this range-topping, uncompromisingly engineered performance plug-in hybrid really is.

DESIGN AND ENGINEERING

★★★★☆

If this section were judged on looks alone, the S60 would walk away with a five-star endorsement. Alas, things aren't quite that simple, but few testers could deny how well Volvo has translated its current design language onto the canvas of a fairly compact modern saloon car here.

As with almost every other car Volvo now makes (the XC40 is the sole exception), the firm's Scalable Product Architecture – SPA – sits beneath the S60's striking exterior. Diesel engines have been removed from the line-up, with Volvo instead choosing to focus on a range of turbocharged petrol (T5) and petrol-electric (T8 Twin Engine) powertrain options, all of which are based around a turbocharged 2.0-litre, four-cylinder 'Drive-E' block and an eight-speed automatic transmission.

In standard T5 guise that engine makes a fairly modest 247bhp, which is sent to the front wheels. However, the further addition of a supercharger and some other special internals raises that figure to 299bhp in the T8 Twin Engine, while Polestar Engineered software and hardware tweaks see it pushed even further here, to 314bhp. With an entirely separate electric motor driving the rear axle, the combined system outputs of our test car are a fairly hefty 400bhp and 494lb ft. That said, with only four cylinders, it seems unlikely that the S60 will be able to match the six-cylinder performance character of the BMW M340i or Mercedes-AMG C43 – but we'll see.

There is, of course, an associated weight penalty to consider: on our scales, the S60 came in at 2013kg, while a competitive figure for a modern sports saloon would be closer to 1700kg. The mass is accounted for by those batteries and the electric motor, along with all of its high-voltage electronics. The benefit is that, unlike the BMW or Mercedes, the Volvo can travel on electricity alone for a claimed 27 miles and has far better economy and CO_2 figures.

More impressive than any software tweaks, however, are the mechanical modifications that have been introduced for this Polestar-branded range-topper. An aluminium strut brace has been installed in the engine bay to improve rigidity and sharpen front-end response, while larger Brembo brakes have also been fitted.

But it's the adjustable dampers from Swedish suspension specialist Ohlins that are the most intriguing aspect of this car. They employ dual-flow valve technology, which allows the damping fluid to behave in the same way during rebound as it →

Range at a glance

ENGINES	POWER	FROM
T5 R-Design Plus FWD	247bhp	£38,295
T8 R-Design Plus AWD	385bhp	£49,805
T8 Polestar Engineered AWD	400bhp	£56,105

TRANSMISSIONS
8-spd automatic

Volvo's bold decision to gradually phase out diesel engines from its model ranges means, unlike in the closely related V60 estate, there is no diesel engine option in the S60 range. That truncates the choice at least for the moment, with only the 2.0-litre turbocharged, front-driven T5 and plug-in hybrid T8 in the range – although the latter can be found in cheaper and less performance-biased R-Design Plus trim. Inscription Plus trim sits above R-Design Plus on the T5 option, adding standard equipment.

The S60 has been a steady seller for Volvo

● 19in alloys come as standard, although these are the optional forged 20s, which look a treat. Gold Brembo calipers within are part of Polestar's performance overhaul, with discs increased to 371mm diameter up front.

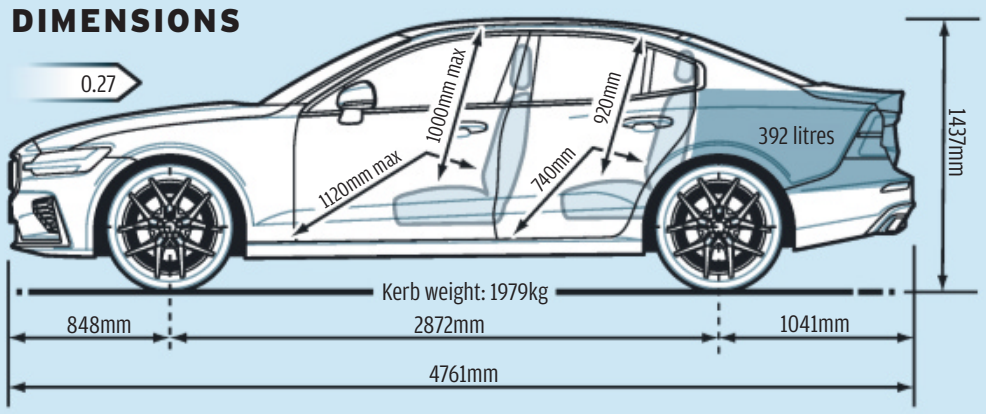
● Suspension damping is adjusted via these gold knobs to be found under the bonnet, on the top of each front strut (equivalent ones at the rear can only be accessed by jacking up the car). Anti-clockwise twiddling softens them off and vice versa.

● Polestar's new mirrored arrowhead brand identity is straight off the Polestar 1 sporting GT. It also appears on the radiator grille, where it has a bit more visual impact against a gloss black background. Nicely understated.

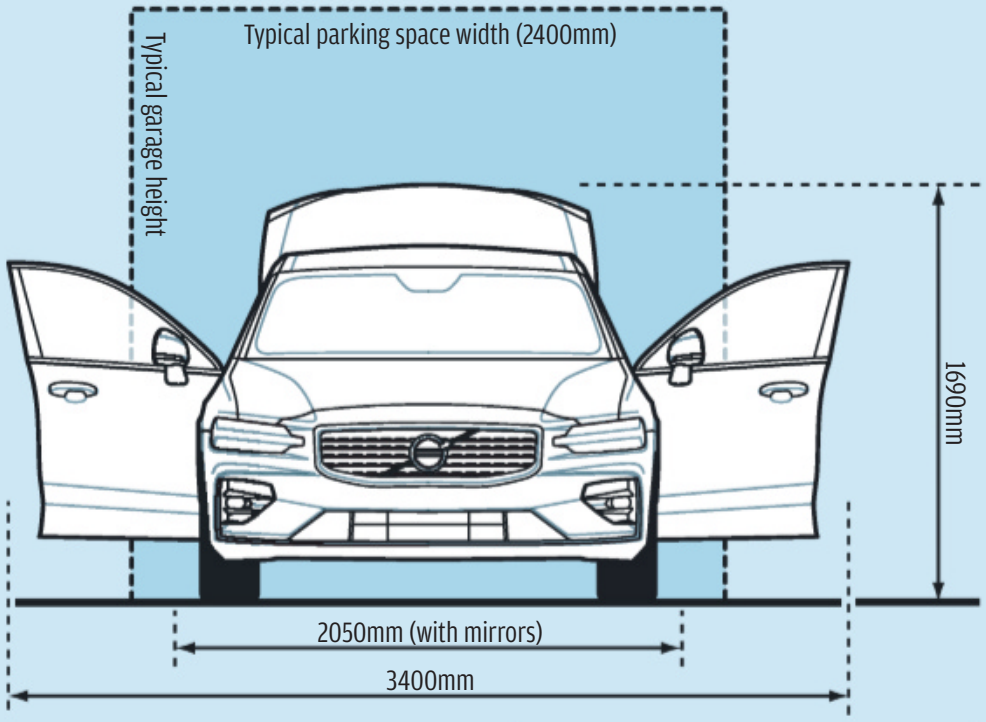
● Charging port is on the passenger side front wing, keeping ugly shutlines off the radiator grille and bonnet. Car comes with a three-pin charging cable as standard; 'type two' seven-pin cable is a £320 extra.

Weights and measures

DIMENSIONS

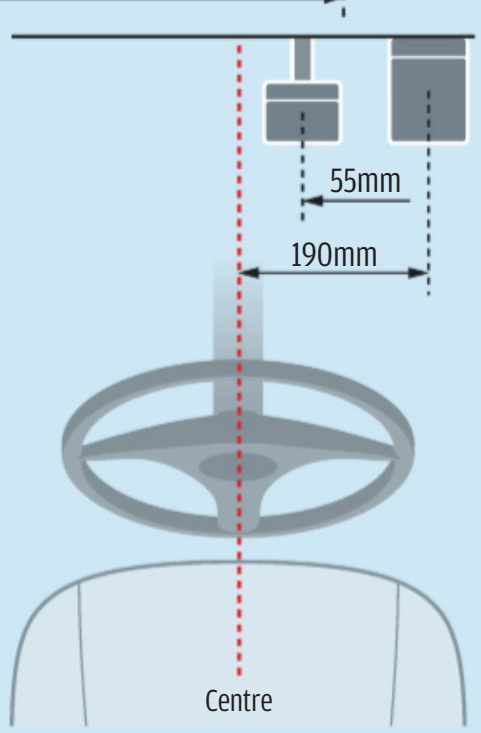


PARKING



WHEEL AND PEDAL ALIGNMENT

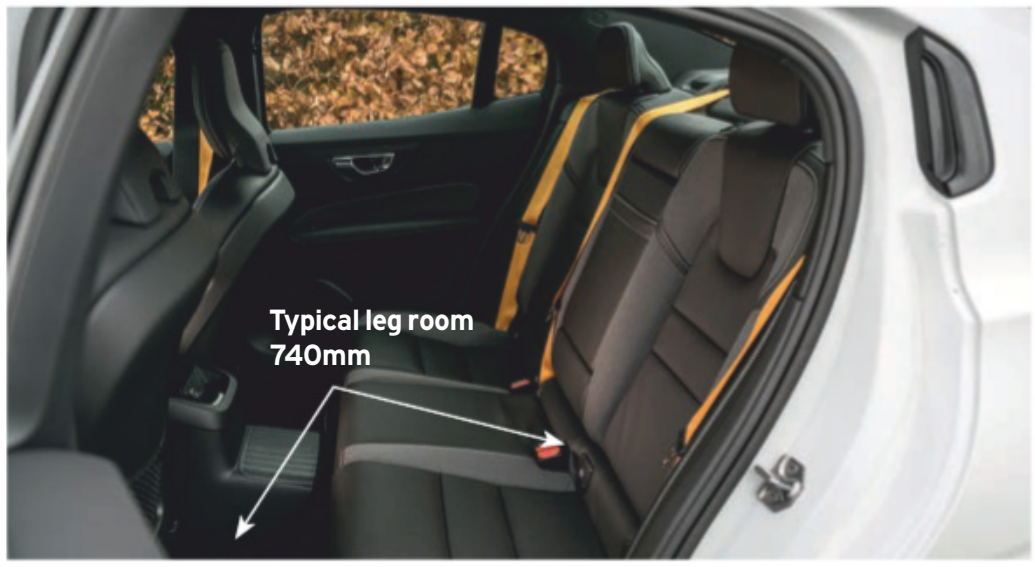
Pedals are well-spaced and easy to use, although their rubber grips don't also appear on the footrest, which can make the latter slippery under sole



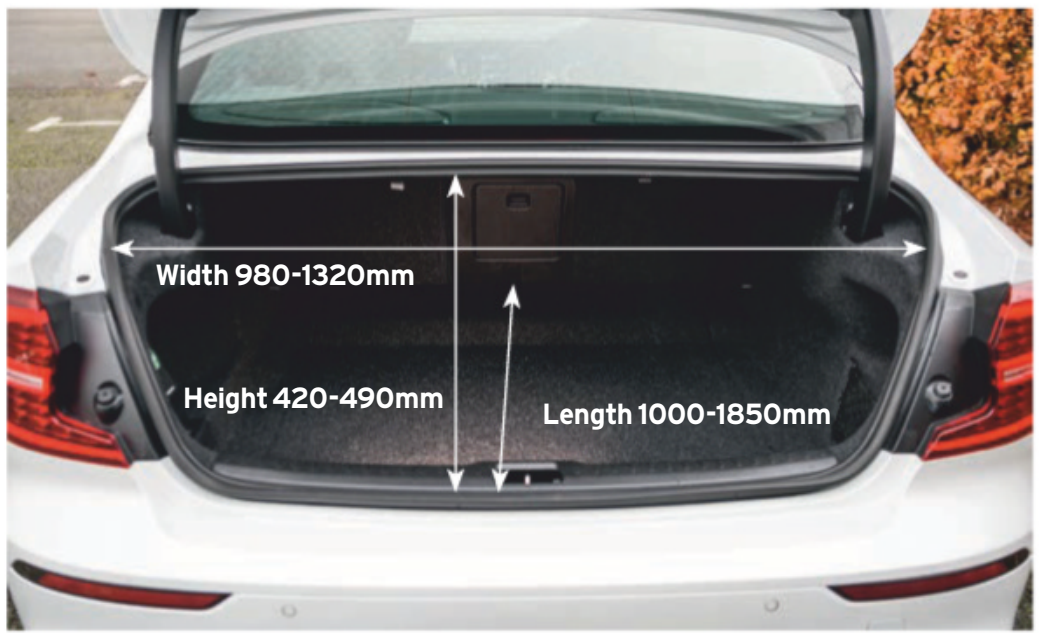
HEADLIGHTS

LED headlights come as standard with both active cornering and beam-blanking 'adaptive shadow' technology. Bright and powerful on full beam, with a well-set dip level – although they could be quicker to auto-dip.

● Standard part-leather seats are very comfy with great under-thigh support. Passenger seat is only partly electric as standard. Seems tight-fisted on a £56k car.



● Second-row space is tighter than in some rivals but sufficient for adults of 6ft and under. Release switches for folding seatbacks are hidden on nearside parcel shelf.



● Boot takes a 52-litre hit on capacity with T8 versions but remains decently sized. No under-floor storage so charging cable lives in here, but its bag keeps things tidy.

← does during compression. The result, it's claimed, is that the wheels maintain more consistent contact with the road, improving handling, traction and ride quality versus what you'd expect from a conventional strut. Each strut has 22 presets for damper rate, although you'll need to make adjustments manually via a dial that protrudes from the top of the strut tower, which is easy enough to get at. To find the dials for the rears, however, you need to jack the car up and remove the back wheels.

INTERIOR

★★★★☆

Volvo has shown restraint inside its new, range-topping performance saloon, except for borderline garish yellow-gold seatbelts. Unusually for such colourful items, they're standard-fit, their hue a kind of Polestar visual calling card, we're told. And while they met with the approval of some testers, all agreed they were the kind of embellishment you expect more of a fast Porsche 911 than a petrol-electric Swedish saloon.

Generally, this is a more understated, luxury-first Polestar treatment than the one given five years ago to the six-pot V60 Polestar. There is no carbonfibre here, no Alcantara and none of the go-faster blue stitching we saw last time out.

Modestly bolstered part-leather sports seats with adjustable under-thigh support hold you comfortably but assuredly and are a delight over long distances. Ahead is a digital instrument screen and a head-up display. Between them they relay information clearly and with plenty of flexibility, although neither offers much of a performance flavour about its appearance.

The S60's materials palette makes for a smart and classy wider cabin ambience, but it hardly advertises the car's sporting ambition. Front-row passenger space is quite generous by class standards, providing more for taller and longer-legged drivers than cars in this class sometimes can. Second-row space is less distinguishing, but there's plenty of useful storage around the cabin. If anything is missing, it's the sense of occasion you get when you slide on board a sporting option that makes its abilities more apparent. That said, an appreciation of the art of understatement is nothing if not a reasonable expectation of the driver of a fast Volvo.

While most S60 drivers will get a 442-litre boot, that figure is cut to 390 litres in the case of these Twin Engine hybrid examples as a result of the necessary packaging of the rear axle drive arrangements. Unlike with the old diesel-powered V60 plug-in hybrid, however, you're unlikely to notice much in the way of missing capacity this time around: the new S60 T8 provides good loading length, width and depth, and it really only misses out due to the absence of underfloor storage space.

PERFORMANCE

★★★☆☆

Until the arrival of the 850 T5 in the mid-1990s, memorable performance was something of an abstract concept for Volvo. The boxy new five-cylinder saloon and estate models changed →

● Small gear selector is nudged up and down to select drive. You can't easily tell by its position if you're in 'N', 'D', 'P' or 'R'. No proper manual or 'S' mode, either.

● 'Sports' steering wheel is the same as other S60s'. Spoke's switchgear consoles are nicely integrated; (optional) adaptive cruise is controlled via the left one.

● 'Metal mesh' trim is nice if a bit ordinary – you'll find it on lesser R-Design trim and it can't be swapped. A special trim option wouldn't have gone amiss.

Multimedia system ★★★★☆

All S60s come pretty well-equipped as far as on-board infotainment features are concerned. Navigating the firm's 9in portrait-oriented Sensus Connect touchscreen display now seems more intuitive than it used to, the lateral-swiped menus having become more typical of other manufacturers' systems than ever it used to be. You get navigation and some connected functionality as standard, as well as onboard wi-fi with a year's worth of data included.

Polestar Engineered trim upgrades the standard audio system to Volvo's Harman Kardon premium set-up, which has all the power and clarity you're likely to want and brings with it smartphone mirroring for both Apple and Android phones (a feature which really ought to be standard across the range, in our opinion). You can upgrade again, though, to a Bowers & Wilkins system with 1100W of power, for a further £1675, should you want to.

> With 400bhp from its hybrid powertrain, the S60 could never be described as 'slow'

that, supplementing the demure looks with a serious turn of pace.

With a 'combined' 400bhp produced by its petrol-electric plug-in hybrid powertrain, meanwhile, the S60 Polestar Engineered could never be described as 'slow' – although it is in danger of pulling off the same trick as its forebears, albeit to opposite effect. Against the stiff asking price, muscular looks, Pirelli P Zero tyres and gold brake calipers, our tested 0-60mph time of 5.4sec looks underwhelming and is some way shy of the more impressive 4.4sec to 62mph that Volvo claims.

Admittedly the car had damp test conditions with which to contend, but even with the entirety of this downsized engine's power and torque delivered to the front contact patches, traction off the mark was not the problem – a fact that surprised some testers. In fact, even without a dedicated launch-control function, the Volvo leaped forward from a standstill mostly thanks to its electrically driven rear axle.

Thereafter, however, it struggled to deliver truly strong acceleration, and the drawbacks of the car's powertrain layout became plain. Upshifts are suitably slick, but as your speed increases and the tachometer needle is kept usefully within the middle of the rev-range – a point at which the powertrain's generous combined torque output should really be making itself known – the car's apparent force of acceleration dwindles slightly.

At times it can seem as though the gearbox has failed to engage fully whenever a new ratio is selected, although moments of axle tramp suggest that the car's chassis electronics may be intervening in order to maintain the best possible traction and prevent progress from becoming too ragged. In the dry this frustrating characteristic never manifested itself, but even in the damp we would expect any £60,000 performance saloon with four-wheel drive to accelerate with more panache than your average 300bhp hot hatch.

And it is the cost and the implied character of the car by which this powertrain should be judged. While it works well in casual driving, during which it gently slips into and out of pure-electric operation, buyers at this level have a right to expect more – and they frequently ask for it. To this end, although the electric motor is always quick to respond, in general the S60's power delivery lacks the precision and linearity of non-hybrid alternatives. The Volvo's hybrid rivals, meanwhile, including cars such as the BMW 330e, which channels the totality of its efforts through one transmission, also seem to offer more linear responses and better drivability.

Under load, this Volvo powertrain also lacks a quality which is abundant elsewhere in the S60 Polestar Engineered package: audible character.

HANDLING AND STABILITY

★★★½☆

Bluntly put, this S60 falls some way short of the dynamic mark set by the usual super-saloon suspects. It lacks the steering alacrity and outright grip of rivals such as the Mercedes-AMG C63 and BMW M3 Competition. Being the only car in this clique whose powertrain leads from the front, the Volvo also lacks the balance inherent even in far less powerful rear-driven saloons.

So much, of course, many might expect of it; and none of which is to say the top-billing S60 doesn't drive well. It does, with its sophisticated Ohlins dampers lifting the car's character beyond the inoffensive security of typical Volvo fare and into a more entertaining dimension.

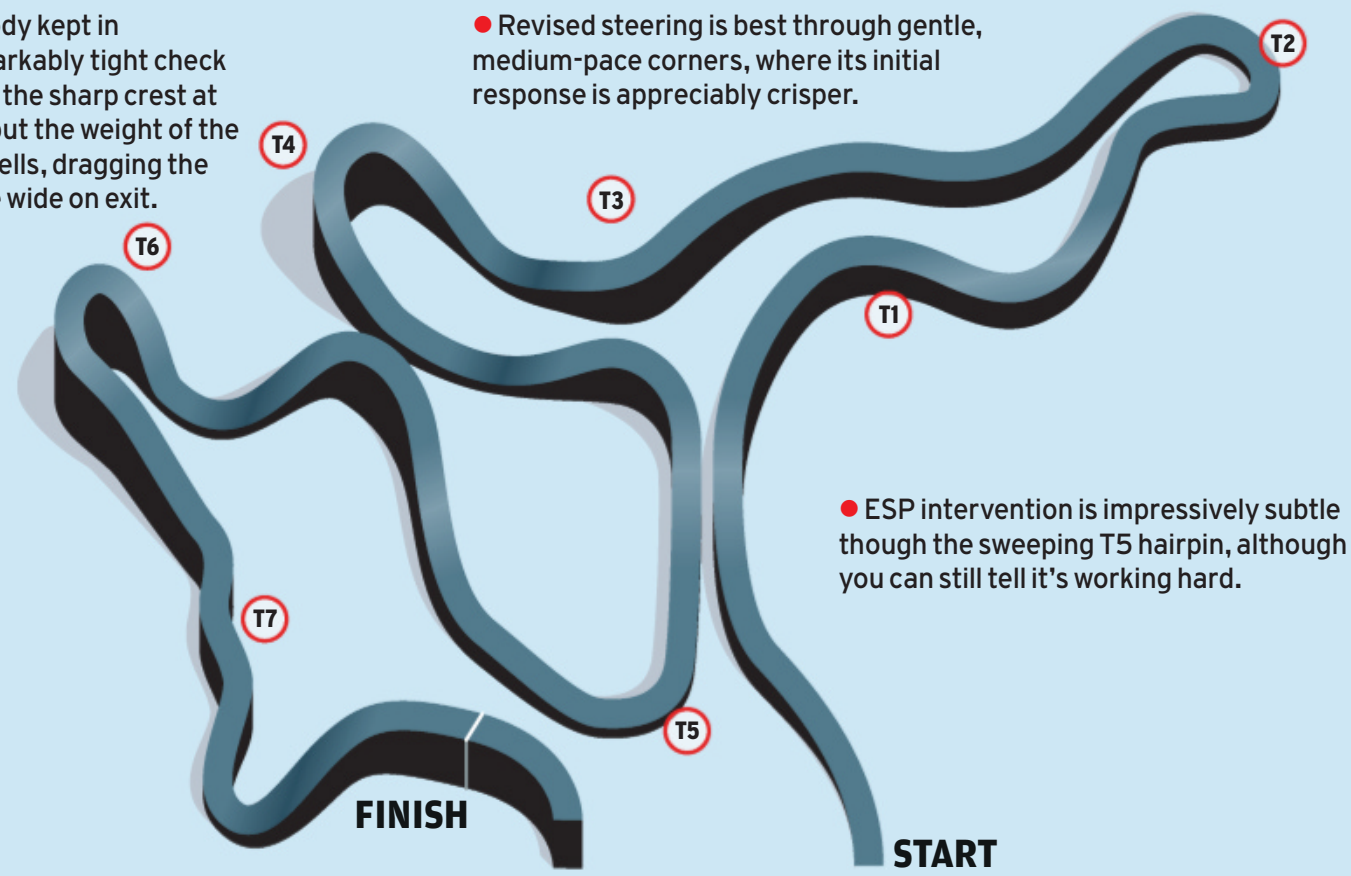
To cope with British roads, the Ohlins need to be set close to their most forgiving configuration. Thereafter they provide on-road vertical body control so deft it is

● The S60 Polestar Engineered's party trick of exemplary damping and supple, isolating ride is courtesy of its adjustable Ohlins dampers; steering is involving and precise

Track notes

Despite its strait-laced character on the road, the S60 Polestar Engineered demonstrated its sense of humour on the Hill Route at Millbrook. If there is a way to fully disable the electronic stability control, our testers couldn't find it, but the chassis was nevertheless open to rotating on a trailing brake on the damp track, and in controllable fashion, thanks to the control and finesse of its Ohlins suspension.

This is not a car that can easily be steered on the throttle, however, not least because the electric motor that drives the rear axle is too weak to allow it. Indeed, the powertrain can hardly be regarded as the sharpest of tools and, just like the gearbox, it performs its duties in competent but disinterested fashion. The enjoyment therefore comes from carrying great speed and momentum through corners by maximising traction and keeping the chassis balanced.



perhaps unmatched by anything else in this class. Underlined by the succinct management of weight transfer that this suspension provides, the steering revisions are easy to detect, and those first few degrees of direction change are more involving and accurate than expected. Consider also that the small, rear-mounted electric motor often helps neutralise mid-corner chassis balance, and what you have is a sure-footed sports saloon with just enough dynamic interest to warrant a keen style of operation.

That being said, the car never stops being a Volvo. In road driving, most forms of chassis rotation are quickly ruled out of the question, not least because the ESC can never be fully disabled. The car is unambiguous in stating how it wants to be driven: quickly and neatly. One tester put it well when he described the S60 Polestar Engineered as being an otherwise sensible car that will adequately enliven those five miles of your commute where the route gets interesting – and that feels like the beginning and the end of its dynamic ambition.

COMFORT AND ISOLATION

★★★★☆

There are some boxes a modern Volvo saloon simply has to tick, and one is that which is marked 'rolling refinement'. They haven't forgotten this in Gothenburg, and so while the S60 Polestar Engineered falls short of more powerful, extroverted rivals as a pure driving event, it mostly surpasses them in its ability to isolate occupants from the outside world.

The sensation is enhanced by the high scuttle, deep seats and the cabin's air of indestructibility, but our test microphone showed that noise from the engine, tyres and oncoming air are indeed less intrusive than for the equivalent AMG or M division wares. The last Audi RS4 Avant we tested did prove fractionally quieter on the move, however.

The Polestar-branded car treads a finer line regarding out-and-out ride quality. The Ohlins dampers are changeable through 22 positions – the higher the number, the softer the damping force – and on anything lower than position 18 they telegraph the road surface into the body too faithfully for comfort. Venture into single figures and at low speeds there is the same hyperactive jostle well-known to Lotus Exige owners, although equally, as speeds increase, so the flow dramatically smooths, as though by magic.

Impressive? Yes, but ultimately this lack of breadth is unbecoming of any four-door saloon whose sensibilities are more all-rounder than all-out attack. For daily driving, the Polestar Engineered S60 is therefore best left in its more conservative and absorptive suspension settings, where it rides with impressive poise and very little of the unnecessary harshness found in many top-flight performance saloons.

BUYING AND OWNING

★★★½☆

The S60's powertrain might not be as characterful as that of an M340i or a C43, but it has merit – particularly from a fleet driver's perspective. With a CO_2 rating of 48g/km and benefit-in-kind tax at just 16% (dropping to 14% next April), this S60 would tempt those after a fast and engaging company car that, comparably speaking, won't cost the earth to tax.

Its 27-mile electric range should mean you save money at the pumps, too. We saw an average of 33.9mpg – some way off its WLTP-certified 104.5mpg – but the return you'd see would depend entirely on use.

Standard equipment is generous, but it's also worth noting that, as a plug-in hybrid, the Volvo is expensive to buy – and that high purchase price has as big an influence on BIK tax liability as anything. A BMW 330e is nearly £20,000 cheaper in its most basic form. →

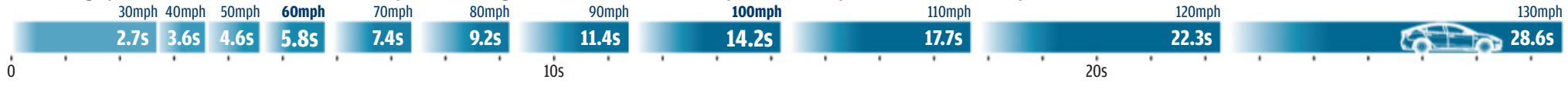
ACCELERATION

Volvo S60 T8 AWD Polestar Engineered (10deg C, damp)

Standing quarter mile 13.9sec at 104.9mph, standing km 25.0sec at 131.5mph, 30-70mph 4.5sec, 30-70mph in fourth 6.2sec

Tesla Model 3 Standard Range Plus (21deg C, dry)

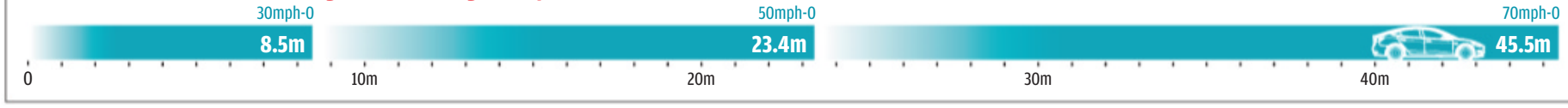
Standing quarter mile 14.4sec at 100.8mph, standing km 26.0sec at 126.3mph, 30-70mph 4.7sec, 30-70mph in fourth na



BRAKING 60-0mph: 3.07sec

Volvo S60 T8 AWD Polestar Engineered (10deg C, damp)

Tesla Model 3 Standard Range Plus (21deg C, dry)



Data log

VOLVO S60 T8 AWD POLESTAR ENGINEERED

On-the-road price	£56,105
Price as tested	£59,280
Value after 3yrs/36k miles	£21,000
Contract hire pcm	£741
Cost per mile	na
Insurance	43/£1054

TYPICAL PCP QUOTE

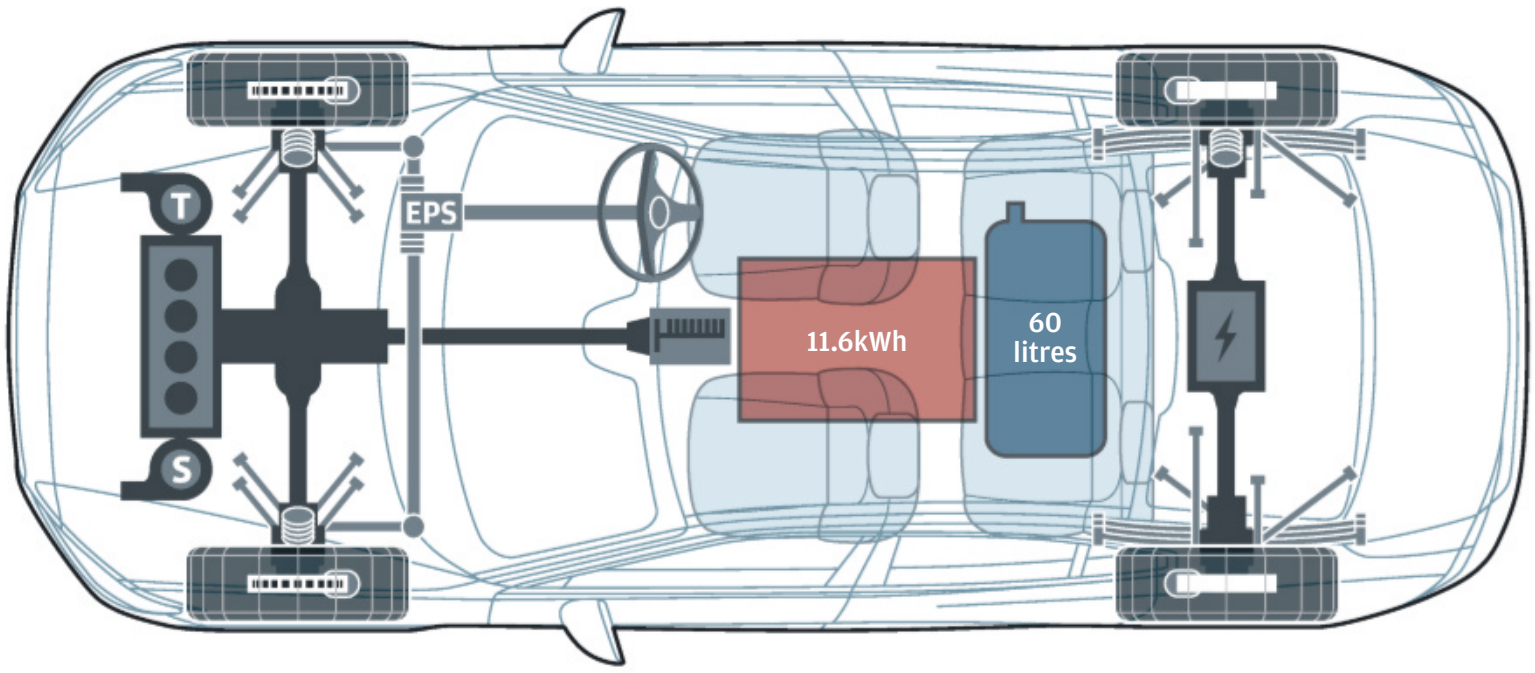
Three years/36,000 miles £736

Volvo's own PCP option puts the flagship S60 on your driveway for less than £800 a month after a pretty modest 10% deposit of £5600, plus £2000 of finance incentive from Volvo.

EQUIPMENT CHECKLIST

9in Sensus Connect touchscreen infotainment with navigation, Sensus Connect online services	■
LED headlights with active beam	■
Two-zone air conditioning	■
Heated front seats	■
Front and rear parking sensors	■
Cruise control with speed limiter	■
12.3in digital instrument screen	■
City Safety with steering support	■
Oncoming Lane Mitigation	■
Run-off Road Protection	■
Premium paint, Crystal White	**£975**
20in 'Y-spoke' forged alloy wheels	**£850**
Intellisafe Surround safety package	**£625**
Rear park assist camera	**£375**
4.5m Type 2 charging cable	**£320**

■ = Standard na = not available



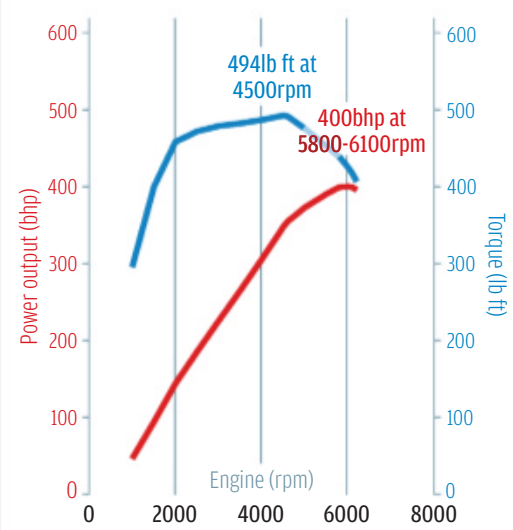
TECHNICAL LAYOUT

SPA platform is shared with all of Volvo's bigger models and places the combustion engine and gearbox transversely up front (for optimal crash performance, among other things). PHEV drive batteries sit along the transmission tunnel, with an 87bhp electric motor driving the rear axle. Weight distribution is 55% front, 45% rear.

ENGINE

Installation	Front, transverse, front-wheel drive, plus electric rear axle drive
Type	4 cyls in line, 1969cc, supercharged and turbocharged, petrol
Bore/stroke	82.0mm/93.2mm
Compression ratio	10.3:1
Hybrid assist	87bhp, 177lb ft rear-mounted electric motor, 11.6kWh lithium ion battery
Total system power	400bhp at 5800-6000rpm
Torque	494lb ft at 4500rpm
Redline	6000rpm
Power to weight	202bhp per tonne
Torque to weight	250lb ft per tonne

POWER & TORQUE



ECONOMY

TEST MPG	**Track**	15.2mpg
	Touring	39.6mpg
	Average	33.9mpg
	Electric range	24 miles
CLAIMED	**Low**	na
	Mid	na
	High	na
	Extra high	na
	Combined	104.5mpg
	Tank size	60 litres
	Test range	471 miles

EMISSIONS & TAX

CO_2 emissions	45g/km (NEDC eq)
Tax at 20/40% pcm	£150/£299

CHASSIS & BODY

Construction	Steel monocoque
Weight/as tested	1979kg/2013kg
Drag coefficient	0.27
Wheels	9.5Jx20in
Tyres	245/35 R20 95W Pirelli P Zero
Spare	Mobility kit

TRANSMISSION

Type 8-spd automatic
Ratios/mph per 1000rpm
1st 5.25/4.9 **2nd** 3.03/8.5 **3rd** 1.95/13.3
4th 1.46/17.7 **5th** 1.22/21.2 **6th** 1.00/25.9
7th 0.81/31.9 **8th** 0.67/38.6 **Final drive ratio** 3.08:1

BRAKES

Front 371mm ventilated discs
Rear 320mm ventilated discs
Anti-lock Standard, with EBA and EBD
Handbrake type Electric, automatic
Handbrake location Transmission tunnel

SAFETY

ESC, ABS, EBA, EBD, City Safety
Euro NCAP crash rating 5 stars (V60 D4, 2018)
Adult occupant 96% **Child occupant** 84%
Vulnerable road users 74% **Safety assist** 76%

SUSPENSION

Front Double wishbones, coil springs, manually adjustable dampers, anti-roll bar
Rear Multi-link, transverse leaf spring, manually adjustable dampers, anti-roll bar

STEERING

Type	Electromechanical, rack and pinion
Turns lock to lock	3.0
Turning circle	11.7m

CABIN NOISE

Idle 41dB **Max rpm in 4th gear** 75dB
30mph 59dB **50mph** 65dB **70mph** 68dB

ACCELERATION

MPH	TIME (sec)
0-30	2.3
0-40	3.2
0-50	4.1
0-60	5.4
0-70	6.8
0-80	8.4
0-90	10.3
0-100	12.6
0-110	15.6
0-120	19.2
0-130	24.0
0-140	-
0-150	-
0-160	-

ACCELERATION IN GEAR

mph	2nd	3rd	4th	5th	6th	7th	8th
20-40	1.6	2.0	-	-	-	-	-
30-50	1.8	2.3	2.9	3.3	-	-	-
40-60	-	2.5	3.1	3.4	4.0	4.7	-
50-70	-	2.8	3.3	3.6	4.3	5.1	6.1
60-80	-	3.1	3.6	3.9	4.5	5.8	6.9
70-90	-	-	3.7	4.4	4.9	6.9	8.7
80-100	-	-	4.2	5.1	6.2	8.8	12.5
90-110	-	-	-	6.1	8.0	11.5	-
100-120	-	-	-	6.9	9.4	-	-
110-130	-	-	-	-	10.4	-	-
120-140	-	-	-	-	-	-	-
130-150	-	-	-	-	-	-	-
140-160	-	-	-	-	-	-	-

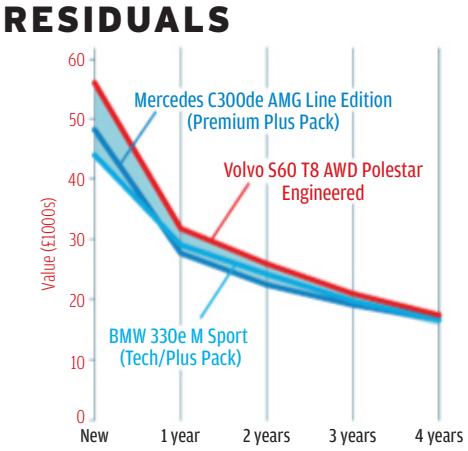
MAX SPEEDS IN GEAR

1	**30mph** 6000rpm
2	**51mph** 6000rpm
3	**80mph** 6000rpm
4	**106mph** 6000rpm
5	**127mph** 6000rpm
6	**155mph** 5990rpm
7	**155mph** 4852rpm
8	**155mph*** 4014rpm

* claimed

RPM in 8th at 70/80mph = 1813/2072

RESIDUALS



● Forecasters don't expect high purchase price to deliver relatively favourable RV for top-of-range S60.

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2019, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the S60 T8 Polestar Engineered, contact VCUK Customer Relations, Scandinavia House, Norreys Drive, Maidenhead SL6 4FL (01628 422522, volvocars.com/uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon; quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

AUTOCAR ROAD TEST No 5453

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VERDICT ★★★½☆

Ploughs its own performance furrow but doesn't always enthral

Consider the marketing power of Mercedes-AMG and similar performance sub-brands and nobody should be surprised to see Volvo attempt to join that clique with Polestar Engineered. This initial product has plenty going for it – not least some inspiring design and excellent body control. There is also the versatility of its plug-in hybrid powertrain, which is unique among cars of this ilk, and the easy-going driveability and rolling refinement for which modern Volvo is known.

And yet for all that, the S60 T8 Twin Engine Polestar Engineered is not quite the drivers' car it aims to be. The precision and control in the handling and steering are new benchmarks for the brand but still fall well short of truly sporting rivals. The four-cylinder powertrain offers neither the performance nor the character that so often defines quick saloons, and its complexity can render progress unintuitive and lethargic. This remains an esoteric concept. With low emissions and strong if not outstanding performance, it will appeal to company car drivers in search of a special saloon, but for now, BMW, Mercedes-AMG and the others needn't be too concerned.

Testers' notes

MATT SAUNDERS
Bit puzzled why Volvo didn't knock up a special Polestar digital instrument display mode. Would have been a cheap way to add a special touch in an interior in need of one.

RICHARD LANE
Steering and brakes are a cut above Volvo's usual and would work even better without the weight of the hybrid powertrain. In fact, a front-driven T5 version for around £42,000 might be more convincing all round.

Spec advice

Go for one of the darker greys or black shades for maximum Q-car effect. Don't avoid bigger rims for the sake of ride quality: the 20s are fine in that respect. Add Volvo's Intellisafe driver assistance package.

Jobs for the facelift

- Give the transmission a proper manual mode and sharpen its shift quality and lock-up characteristics. It's the powertrain's weakest link.
- More character and noise from the combustion engine – even if it is part-synthesised.
- Dial back the ESP and replace with a proper torque-vectoring system that makes the most of that electric rear axle.

ROAD TEST RIVALS

Verdicts on every new car, p82

BMW 330E M SPORT PLUS EDITION
Genuine sporting appeal in a well-priced, low-emissions package. Outstanding.
★★★★½

TESLA MODEL 3 PERFORMANCE AWD
Unlikely to make the company car list; well worth opting out for. Really fast, properly usable EV.
★★★★☆

VOLVO S60 T8 AWD POLESTAR ENGINEERED
Has more driver appeal in some ways than others but still plenty of dynamism and premium lustre.
★★★½☆

MERCEDES-BENZ C300DE EQ POWER AMG LINE
Yet to test it in the UK but has impressed elsewhere. Diesel-electric motor suited to cruising.
★★★½☆

AUDI S4 TDI QUATTRO
Shows how far out of the picture the hot diesel exec now is on CO_2-based company car tax. Capable if a touch reserved.
★★★☆☆

	BMW 330E M SPORT PLUS EDITION	TESLA MODEL 3 PERFORMANCE AWD	VOLVO S60 T8 AWD POLESTAR ENGINEERED	MERCEDES-BENZ C300DE EQ POWER AMG LINE	AUDI S4 TDI QUATTRO
Price	£44,180	£56,545	£56,105	£44,510	£48,000
Power, torque	288bhp, 310lb ft	483bhp, 487lb ft	400bhp, 494lb ft	302bhp, 516lb ft	342bhp, 516lb ft
0-62mph, top speed	5.9sec, 143mph	3.7sec, 155mph	4.4sec, 155mph	5.6sec, 155mph	4.8sec, 154mph
CO_2, economy	38g/km, WLTP figures tbc	0g/km, 4.5mpkWh	45g/km, 104.5mpg	38g/km, 176.6-235.4mpg	160g/km, 40.4-40.9mpg

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14 O — POA

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1 XOX £9,995	1 VDN £14,995	1 HXA £6,995	1 AYK SOLD	REN 1 £75,995	1 URD £8,995
1 VTV £9,995	1 YYG £7,995	1 EXS £9,495	FXN 1 £7,295	VMB 1 £19,995	

GREAT SHORT PLATES
2 YJL £2995
3 AKU £6995
3 AKE £7995
3 VJY £3995
3 OJX £3995
4 NJY £3995

4 XNE £3495
5 GKY £ 2995
6 UYG £2995
8 XEU £2795
8 KYU £2495
8 VJY £2995
8 OXV £4495

2 AND 2'S
50 EU £4995
10 YV £4995
41 HU £4995

GREAT VALUE
92 VAN £3995
88 YHB £1495

88 HXE £1495
88 LXK £1495
88 UOX £1495
80 XON £2495
80 XYX £ 2495
80 XVO £1995
77 UXY £ 1295

66 OXV £1695
66 NRY £1495
60 XKY £1695
50 XES £1995
55 HDX (Merc SL55) £1995
40 OAY £1995
44 XAM £2495

37 DCY £1495
33 GKY £1495
30 VYP £1695
15 OXE £1695
10 YVA £1695

FUN PLATES
101 OU £8995
934 EL £2500
8070X (Botox) £6995
111 OV (LOVE) £5995
300 TA £5995
101 AE £4995
000 7A £8995

4664 H £3995

NAME PLATES
EVE 5E (EVE) £3495
UMAIA (UMA1A) £3995
NAD74A (NADIA) £2995
HEN4A (HENNA) £4995
JAY4E (JAY) £5995

YOU63F (YOUSEF) £6995
MUS55A (MUSSA) £14995

NICE SHORT PLATES
MUDIY £7995
TOPIK £3995
XAMIS £1495
FLOIX £2495

GADIX £2495
VETID (VET) £3495
YOUIG £2995
RAE3E £2995
VIJCB £995

3 AND 3'S
ALWAYS GREAT VALUE AND TAKE OFF THE AGE OF YOUR CAR
DSJ 117 £1495

111 OYF £1495
200 OEX £1695
500 OYS £1595
333 OXU £1495
333 UXX £1295
444 XAA £1995
RFO 447 £995
600 VUY £1295

666 VRX £995
777 UEX £1295
747 OYE (Pilot) £2995

BARGAIN BUCKET REDUCED TO SELL BE QUICK!!!
KUI 166 £699
5439 BZ £995
AAZ 550 (Ferrari 550) £1295

Mercedes SL350 2006/56

Auto with AMG alloys low mileage heated elec seats, cruise, hifi system and much more 9 service stamps and two keys bargain £6,995

Mercedes SL320 V6 2000/W

Glass hardtop 106k Miles with history great car and price £5495 also have a black SL280 done 84k miles amazing value £4995 be quick!!! Similar cars wanted.

BMW X3 Sport 2.0 Rare Petrol!!

2004 auto only done 20,500 miles by one owner service history and lots of options panoramic electric glass rood, heat seats, sat nav, parking sensors hifi etc bargain £5,495

Mercedes SL55 AMG Kompressor

2006/56 last of the hand built car. Total spec pan roof, extended leather, keyless, Tv, sat nav, heated cool comfort seats only 37k miles full MB Service history stunning collectible sought after car £24,995

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L27 ABY	£650
4683 AC	£2500
CI8 ACE	£850
M21 ACE	£950
M24 ACE	£750
M24 ACY	£850
L26 ACY	£650
M27 ACY	£750
8783 AD	£1800
L40 ADD	£650
L21 ADY	£850
P21 ADY	£650
M24 ADY	£750
S3 AFC	£850
AFP 206	£1700
BI3 AJB	£850
L24 AJB	£750
T59 AJB	£650
M24 AJF	£650
M27 AJH	£850
NI21 AJH	£650
K888 AJH	£750
L27 AJM	£750
L28 AJM	£650
P9 AJN	£650
M23 AJP	£650
M24 AJW	£650
J888 AKY	£1100
G777 ALF	£650
L29 ALN	£650
L21 ALS	£650
M23 ALS	£650
LI21 ALX	£650
FI9 ALY	£850
L25 ALY	£750
S90 ALY	£950
L31 AMC	£650
GI2 AMG	£1100
L21 AMG	£1200
P28 AMG	£950
S30 AMG	£1200
M40 AMH	£650
K2 AML	£1300
L31 AML	£650
L26 AMM	£650
L21 AMP	£650
L21 AMR	£750
L31 AMR	£650
L21 AMS	£2500
L31 AMY	£1400
LI21 AMY	£1200
P27 ANA	£850
L25 AND	£750
M25 AND	£650
VIII AND	£1300
L26 ANG	£950
L31 ANG	£1200
ANN 6A	£5500
PI5 ANN	£1400
L21 ANN	£2100

R21 ANN	£1700
L31 ANN	£2500
E312 ANN	£650
M21 ARA	£750
L24 ARA	£1300
LI21 ARA	£950
L27 ARM	£750
L31 ARM	£650
M31 ARM	£650
C9 ARN	£1200
L21 ARN	£650
P21 ART	£650
R21 ART	£650
M25 ART	£750
H888 ART	£750
LI0 ARY	£750
EI4 ARY	£650
M23 ARY	£750
M28 ARY	£750
L21 ASE	£650
L26 ASH	£1400
L27 ASH	£1300
L31 AVY	£750
R35 BAR	£750
H4 BAX	£750
M8 BAX	£750
TI2 BBY	£850
L26 BEC	£850
L27 BEC	£750
BEK 2A	£1900
BEK 4A	£2400
M23 BEL	£750
N27 BEN	£1500
P27 BEN	£1300
L31 BET	£750
R20 BEV	£1100
R23 BEV	£950
600 BJ	£3600
BL 632	£3100
43 BO	£4300
5555 BO	£2600
P21 BOB	£1200
P23 BOB	£950
P77 BOB	£1100
H9 BON	£950
L31 BON	£850
P21 BOX	£750
M27 BRY	£1200
RI23 BRY	£750
C4 BUD	£950
W9 BUD	£950
D6 BUG	£1300
A8 BUG	£1400
I985 CA	£2400
Y26 CAL	£950
C6 CAR	£1600
B80 CAR	£750
M21 CAS	£850
L26 CAS	£1200
M31 CAS	£750
P23 CAT	£1100
D24 CAT	£1200
TI23 CAT	£850

501 CCJ	£1300
BI CDJ	£750
N3 CHA	£950
M23 CJW	£750
N7 CLK	£750
725 CLX	£650
N21 COL	£1400
N23 COL	£1200
L96 COL	£1100
COL 118K	£850
L21 COM	£750
M21 COM	£950
M24 COM	£850
N3 COP	£750
M21 COS	£750
N31 COS	£850
NI21 COS	£750
CSU 943	£850
I953 CW	£2700
K5 DAF	£750
L321 DAN	£1400
DAR 55L	£1300
M31 DAS	£750
N4 DAT	£2100
N23 DAV	£750
J51 DAV	£950
L31 DAW	£750
4830 DD	£1500
L21 DDS	£750
PI9 DEB	£1500
A8 DEE	£1700
L9 DEE	£1600
DI0 DEE	£1600
L21 DEE	£1500
M21 DEE	£1500
N21 DEE	£1400
P21 DEE	£1500
M23 DEE	£1400
M24 DEE	£1300
N24 DEE	£1100
L21 DEL	£950
M29 DEL	£850
L31 DEL	£750
DEN 14	£4900
L21 DEN	£1500
N23 DEN	£950
P24 DEN	£1100
A77 DEN	£1700
SI23 DEN	£850
DES 2M	£1500
DG 7422	£2500
L23 DJC	£850
L26 DJC	£750
405 DJD	£1300
JI1 DJS	£750
I98 DK	£3300
7629 DN	£1300
T7 DOL	£750
R30 DON	£1400
DI DOT	£2500
KI6 DOT	£850
L66 DOT	£750
994 DOT	£1100

I054 DP	£1800
DS 9896	£1500
N9 DSB	£750
M21 DUG	£750
DUG 77Y	£850
DUG 409	£1700
I08 DVK	£850
EA 9678	£1300
S515 EAN	£950
EAR 5L	£2200
411 EC	£2700
I988 EC	£1900
EC 8261	£1400
EE 994I	£1900
II22 EG	£1900
K7 EGG	£850
L31 EGH	£1900
EJ I008	£1900
58 EK	£4700
B4 EKS	£1900
2581 EL	£750
5656 EL	£950
N21 ELE	£750
N31 ELE	£850
B6 ELL	£2300
ELL 6A	£3700
L25 ELL	£750
L25 ELS	£750
L24 EMA	£850
M24 EMA	£750
EMM 3Y	£5500
II0 ER	£4300
N4 ERN	£850
J77 ERY	£750
ES 9767	£1800
ESK 232	£650
4988 ET	£1400
EVA 3N	£2300
EVA 8N	£2400
458 EVA	£1500
AI6 EVE	£1100
L21 EVE	£1100
N21 EVE	£1100
557 EW	£3300
555 FB	£3400
M23 FEE	£750
I699 FM	£1500
P26 FOX	£950

L21 GAR	£750
GAR 795Y	£850
L21 GAV	£850
F99 GAV	£750
AI GBB	£950
P23 GEE	£750
A6 GEF	£1300
T9 GEF	£1200
HI0 GEF	£950
AII GEF	£1100
GER 3Y	£5100
R21 GER	£750
M28 GGS	£750
GIL 7688	£750
888 GJ	£3500
AI6 GRA	£750
J60 GRA	£850
GUM IY	£3500
D6 GUY	£1300
TI3 GUY	£750
GYL 8S	£1700
HAP 45	£1800
RI5 HAR	£1800
L25 HAR	£850
N28 HAR	£750
L21 HAY	£750
735 HBF	£750
HIB 453	£750
547 HLW	£850
270 HMD	£650
26 HO	£3600
P21 HOG	£850
R27 HOG	£750
C22 HOW	£750
4444 HS	£2600
HUG 2H	£4200
374 HUL	£850
313 HYN	£650
N23 JAC	£1300
L31 JAC	£1400

N900 JAC	£750
P3 JAG	£1800
HI0 JAG	£1400
JAK 2Y	£3900
P27 JAK	£1100
L31 JAM	£750
L33 JAM	£850
JAN IIM	£2300
CI9 JAN	£1500
N21 JAN	£1400
R21 JAN	£1500
N24 JAN	£1300
T33 JAN	£1500
JAN 39W	£1500
E71 JAN	£1200
B92 JAN	£950
Y300 JAN	£850
WI8 JAS	£1100
N27 JAS	£1200
P23 JAY	£1400
J77 JEF	£750
M27 JEM	£750
N27 JEN	£1500
L9 JEP	£750
P2 JER	£850
R6 JER	£950
P25 JES	£850
C77 JES	£950
AI4 JKO	£850
R6 JMG	£950
I02 JN	£2700
JOD 8Y	£5300
JOD 30Y	£2500
JON 2D	£4400
N24 JON	£1500
W25 JON	£1400
JON 4IR	£2600
243 JOY	£1800
V23 JPM	£750
JRD 520	£1600

JUD 2IY	£3100
JW I59I	£3100
J5 KAS	£1500
M21 KAS	£850
N21 KAS	£750
L24 KAT	£1200
L28 KAT	£1100
W8 KAY	£1400
KI4 KAY	£1700
LI4 KAY	£850
M21 KAY	£1300
P21 KAY	£1100
M23 KAY	£1200
N31 KAY	£850
N21 KEL	£850
KEN 4Y	£2900
KEN I7P	£1400
X23 KEN	£1100
T26 KEN	£1300
X99 KEN	£1200
M321 KEN	£750
N555 KEN	£850
GI4 KES	£750
KES 444A	£850
M23 KEV	£950
L31 KEY	£850
KFB I9	£1500
6I KN	£3700
693I KO	£750
6588 KR	£1200
CI KSW	£1200
683I KX	£650
N21 KYM	£750
LAC 7Y	£4500
W5 LAH	£750
LAM IY	£3900
LAM 6Y	£3400
L21 LAM	£750
M21 LAM	£750
N24 LAN	£750

LAR 2F	£950
LAR 3Y	£1900
M21 LAR	£850
M23 LAR	£750
R6 LAS	£950
R26 LAW	£850
B30 LAW	£1300
L31 LAW	£1200
R200 LAW	£750
L23 LEA	£850
M23 LEA	£750
A45 LEA	£850
P23 LEE	£1600
N24 LEE	£1500
L26 LEE	£1300
L27 LEE	£1200
YI LEN	£1500
LEN 6P	£1400
LEN 6X	£2100
LEN 8A	£2700
BI2 LEN	£1400
L21 LEN	£1300
N24 LEN	£1300
LEN 26	£3100
R55 LEN	£750
LEN 353	£2500
LEN 630	£2200
L24 LEO	£750
P5 LES	£1500
N8 LES	£1400
N21 LES	£1400
L24 LES	£1300
Y35 LES	£1200
M321 LES	£1300
M21 LET	£750
L28 LEX	£750
LEZ 494	£650
EII LJH	£750
I51 LL	£3100
L21 LLA	£750

L21 LLL	£750
L21 LLN	£750
L21 LLO	£750
H5 LOL	£950
630 LOO	£1100
N24 LOR	£750
L27 LOR	£750
J3 LOS	£1100
M21 LOS	£750
M24 LOU	£1400
R38 LPH	£1400
M321 LSA	£750
L21 LSY	£750
L23 LYN	£1300
N23 LYN	£1100
L24 LYN	£1400
LYN 65D	£1500
L31 LYS	£850
MAC I3Y	£3100
M23 MAC	£1600
N23 MAC	£1400
MAC 838V	£750
P21 MAD	£750
M27 MAD	£850
MI4 MAG	£1300
PI5 MAG	£850
H5 MAJ	£750
J9 MAK	£750
N21 MAL	£1100
N23 MAL	£850
L24 MAL	£1400
L31 MAL	£1500
MAR 8Y	£4100
C24 MAR	£1300
J77 NAT	£1400
N28 NDY	£750
L29 NDY	£850
L27 NES	£750
N31 NES	£750
W88 NES	£850

N27 MAT	£1100
J30 MAT	£1500
PI21 MAT	£750
PI23 MAT	£850
L26 MAX	£1800
S29 MAX	£1500
P31 MAX	£1400
R24 MAY	£750
W9 MCF	£750
G23 MEG	£1100
N23 MEG	£950
L28 MEG	£850
PI21 MEL	£950
V70 MJC	£850
NI MJE	£850
L27 MJW	£750
JI MKB	£1100
L21 MMA	£750
L21 MMO	£750
L8 MMS	£750
917 MNO	£650
L21 MOG	£750
342 MON	£1800
J20 MOS	£750
P2 MPW	£850
R3 MRD	£750
9714 MT	£1500
N6 NAH	£750
H8 NAM	£2100
NAS 2H	£3500
J008 NAS	£850
L21 NAS	£1300
L24 NAS	£750
NAT 8N	£3400
A2 NET	£3100
DI NEV	£1400
B8 NEV	£950
I955 NJ	£1800
PE07 NNY	£950
M21 NNY	£1400
M29 NNY	£750
M31 NNY	£1300
L28 NOR	£750
L21 NOX	£850
L23 NOX	£1400
A5 OAT	£1200
999 OHY	£650
T2 OLY	£1600
D9 OLY	£1400
L21 ONA	£850
L21 ORD	£950
599 OS	£2800
L21 OTT	£750
L21 OUD	£750
L21 OUS	£850
PAG 63E	£850
PAM 7P	£2600
E8 PAM	£1500
M9 PAM	£1600
SI0 PAM	£1200
SII PAM	£1400
JI2 PAM	£1200
Y29 PAM	£750
T31 PAM	£950
K33 PAM	£1100
PAN 661	£1300
PI21 PAS	£750
PAT 3T	£2600
PAT 3X	£2300
VI7 PAT	£1300
CI8 PAT	£1400
PAT 4IK	£1700
D48 PAT	£1200
D89 PAT	£950
D321 PAT	£750
PAU I6A	£3100
PAU I8A	£3300
PAU I44A	£2400
PAZ 42	£1200
A4 PCD	£750
PEG IY	£2200
P9 PEG	£750

L21 PEN	£850
PEN 3IY	£2300
PEP 624	£950
5967 PF	£1300
6784 PJ	£1400
N6 PJH	£950
PM 3282	£2800
PMJ 576	£950
N6 PMW	£850
K3 POT	£750
POW IIL	£2700
PP 4928	£2600
9900 PP	£2300
6546 PW	£1800
TI RAC	£2500
P23 RAJ	£750
L23 RAM	£850
LI21 RAM	£750
NI RAS	£1100
M27 RAS	£750
N4 RAY	£2500
VI4 RAY	£1100
R27 RAY	£1500
RAY 32M	£1700
RB 6542	£2700
L24 RCH	£750
E9 RDY	£750
REE 5A	£3300
L24 REE	£750
A25 REG	£850
K99 REG	£750
M21 REN	£750
REW 945	£1300
REX IC	£1700
D7 REX	£750
RFK 329	£750
9000 RJ	£2700
E6 RJP	£850
95 RN	£5100
L24 RNE	£750
58 RO	£4900
N21 ROB	£1600
N24 ROB	£1400
L333 ROB	£1100
ROD 5Y	£2600
ROD IIR	£1800
G6 RON	£1900
TII RON	£1600
R21 RON	£1500
E34 RON	£1100
RON 47A	£2900
J66 RON	£1400
S77 RON	£1500
RON 327R	£850
E5 ROO	£750
E2 ROS	£1600
ROS 3A	£2800
ROS 9A	£2500
S50 ROS	£1700
MI0 ROY	£1200
TI4 ROY	£1200
ROY 60W	£1600
ROY 398W	£750

ROY 683	£2400
L24 RRA	£750
L24 RRS	£850
P24 RRS	£750
L23 RRY	£950
M23 RRY	£850
M26 RRY	£750
G322 RRY	£1800
RTY 768	£650
6I06 RU	£650
L21 RUS	£950
M29 RUS	£950
L31 RUS	£750
C43 RUS	£850
RUT 9H	£4500
LI0 SAL	£1300
N21 SAL	£1200
L24 SAL	£1100
L24 SAM	£1700
SAM 42N	£2500
SAM 45N	£2700
D5I5 SAM	£950
L21 SAN	£1400
L28 SAN	£1300
R45 SAN	£1200
S777 SAN	£2400
GI7 SAR	£950
L21 SAR	£850
M24 SAR	£850
P24 SCO	£750
DI0 SEL	£850
L21 SEL	£750
L21 SEY	£950
L31 SEY	£1100
L23 SHA	£750
M24 SHA	£950
N24 SHA	£850
N24 SHE	£750
SH0 967	£1300
L28 SJB	£750
L21 SJC	£750
G5 SMG	£950
LI SOF	£750
L31 SON	£1100
I593 SR	£1900
204 STD	£750
M21 STU	£1500
P21 STU	£1400
53 SU	£4100
555 SU	£3100
A7 SUE	£3500
EI4 SUE	£1600
RI7 SUE	£1700
N24 SUE	£1400
L27 SUE	£1500
J63 SUE	£1700
SUE 79W	£2500
SUE 422R	£1300
SUE 762R	£1200
AI8 SUN	£750
CI SUS	£1600
N24 TAL	£750
R23 TAM	£750

N21 TAN	£750
E7 TAP	£750
N8 TAS	£1600
N21 TAS	£950
N31 TAS	£850
L25 TAY	£750
J55 TAY	£850
N55 TED	£750
F4I THE	£3400
L31 TLE	£950
KI5 TOM	£1900
J70 TOM	£1700
K88 TOM	£1500
P21 TON	£750
L23 TON	£850
L27 TON	£1500
796 TOO	£750
I85 TR	£3800
TRO 2Y	£1700
TRO 8Y	£1800
852 TTT	£850
P28 TTY	£750
3388 TW	£1800
9254 TW	£1600
UCF 280	£850
75 UE	£3400
L31 UNA	£750
28 US	£4700
L21 USH	£1100
82 UV	£4100
UZ 6I74	£850
295 VAE	£950
3970 VB	£750
VDR 45	£1300
55 VE	£4100
KI2 VEN	£750
5920 VF	£650
I664 VM	£1400
I95 VYB	£750
WAE 234	£850
J9 WAG	£750
WAL IIL	£1400
WAS 422	£1100
R2 WAT	£1300
WDT 768	£650
CI WES	£1900
L28 WES	£950
563 WKK	£650
WR I84	£2400
WRH 308	£950
WRX 207	£850
L24 WRY	£850
L28 WRY	£750
N9 WYN	£850
L21 WYN	£750
L31 WYN	£950
DI4 XEY	£1200
R22 YAN	£2300
YBH 396	£850
YOV 543	£650
5I0 YUY	£750
YVM I3	£950
679 YVX	£750

SIMILAR REGISTRATIONS WANTED FOR IMMEDIATE PURCHASE

ROAD TEST YEARBOOK 2019

These are troubled and uncertain times for us car enthusiasts and the industry that nurtures our passion. And yet, despite not knowing exactly what challenges the business will face in another 12 weeks' time, let alone in 12 months, the UK and European automotive industries plough boldly on – just as we keep on doing our best to properly understand, scrutinise and appraise their wares.

But if the new car market's current state is as perilously depressed and increasingly monotone as some claim, you certainly wouldn't know it from this look back over our road test year.

In 2019, cars as different as the Ariel Atom 4, Audi A1, Lamborghini Aventador SVJ and the latest Mercedes G-Wagen have all undergone our top-level, eight-page test workout. We've had two five-star commendations (three if you include last week's road test subject, the world's fastest tractor) and several notable disappointments – but monotony has been in very short supply.

We've tested vital, big-selling cars like the BMW 3 Series and Toyota Corolla; technological trailblazers like the Hyundai Nexo and Audi E-tron; landmarks like the Tesla Model 3 and Porsche's latest 911; and record breakers like the Renault Mégane Trophy-R. Besides all that, there are so many other reasons to revisit what we've published this year; possibly even to fetch that back issue down from the shelf if you've spotted a story you missed the first time around.

Our sincere thanks, this year as always, for reading those stories and reviews – whenever, wherever and however it is that you do it. Bring on 2020.

JANUARY

New year honours were among the pages in the first issue of Autocar in 2019. Instead of Her Majesty, though, it was the estimable Colin Goodwin handing them out on behalf of petrolheads everywhere, to those who've so far been overlooked for the highest of commendations from the Queen. Arise, then, good sirs Newey, Noble, McGuinness, Palmer (twice, actually), Murray, Dennis and others – recognised, all, as knights of the most excellent order of the Goodwin empire.

Goodwin had a busy January, in fact. A week later, he recounted the tale of a road trip to four of the UK's greatest driving roads, as chosen by several of his Autocar colleagues. It was done to prove – as much to himself as anyone else – that while it may mean giving up some time and going out of your way, you can still find the drive of your life on UK roads if you know where to look (the A82, B5305 and B4391, if you were wondering).

That there were Autocar news scoops aplenty throughout January was predictable in a month when we tend to look forward. Among them were our exclusive reports on the next Mercedes S-Class (which is all set to embrace hybrid technology like never before) and the eighth-generation Volkswagen Golf GTI (which has changed tack specifically to avoid it). Our in-house rendering specialist also drew up each of the three bodystyles that are set to make up Land Rover's all-new Defender model family, which made for a memorable mid-month cover and fuelled the fever that built even further as the year rolled on.

Our 9 January issue included a few hostages to fortune in the shape of predictions for the year to come, delivered alongside a special preview of all the essential events to visit and witness in 2019. Inevitably some of those predictions turned out to be wiser than others. Suffice to say that Matt Prior may have come to feel rather better about his sophistry skills (having predicted simply that nobody would take delivery of a new-era TVR in 2019) than Julian Rendell (who ventured

"The big jobs are done by 87 robots wielding 84 rivet guns, using 2600 rivets per shell and applying 177 metres of adhesive."
Steve Cropley on what it takes to build a Jaguar I-Pace at Magna Steyr in Graz

Goodwin went in search of the UK's best driving roads

OUR PERFECT 2019 CAR
Engine
LAMBORGHINI HURACAN EVO

With the possible exception of Ferrari's latest twin-turbo V8, there's no engine we lusted after more this year than the Performante-sourced 5.2-litre V10 found in the Lamborghini Huracán Evo. Catastrophically loud, at 8500rpm it makes Farinelli sound, well, just a bit ordinary.

JANUARY'S ROAD TESTS

2 JANUARY

BMW X5 xDrive30d M Sport ★★★★☆
Better to drive than the SUV norm but not better across the board.
Power 261bhp **Torque** 457lb ft **0-60mph** 6.6sec **30-70mph** 6.6sec **Avg test economy** 35.0mpg

9 JANUARY

Alfa Romeo Stelvio Quadrifoglio ★★★★☆
A real driver's car, but it stretches SUV-related bounds of acceptability.
Power 503bhp **Torque** 443lb ft **0-60mph** 4.0sec **30-70mph** 3.3sec **Avg test economy** 22.0mpg

16 JANUARY

BMW 840d xDrive ★★★★☆
A likeable big GT, albeit not the most luxurious nor the most rewarding on sale.
Power 315bhp **Torque** 501lb ft **0-60mph** 5.0sec **30-70mph** 4.6sec **Avg test economy** 39.8mpg

The new year dawned with a new Porsche 911. Frankel was impressed

QUOTE OF THE MONTH

"He's down to earth, extremely funny and an all-round top bloke. And he's done 59,000 miles around the Isle of Man TT course and has only fallen off once."

Colin Goodwin on why John McGuinness deserves an Autocar knighthood

Litchfield fettled the five-star Alpine A110

Newest M-car faced one of the very best

ROAD TEST ROLL CALL
MOST EXPENSIVE (WITH OPTIONS)
Lamborghini Aventador SVJ
£414,200

that James Dyson would revolutionise the car business... Ahem).

Among the first drive verdicts the month brought were those on the dynamically promising Toyota Corolla and the intriguing Litchfield-tuned Alpine A110, but neither seemed quite so eagerly anticipated as the one that Andrew Frankel delivered having been first behind the wheel of the 992-generation Porsche 911. His description of the Porsche's new-found adaptability was memorable: "If you can keep it clean and use that monster rear-end traction, it can make you look all professional. Or you can jab it loose with the throttle, park the tail in a different postcode, power on and slide and slide and slide."

Among our other features, James Attwood reported from the last Detroit motor show due to be held in its familiar January diary berth (it's moving to June from next year onwards), and Richard Bremner mused on the 60th birthday of the Mini. Entirely coincidentally to that birthday, meanwhile, the latest Mini Cooper beat the all-new Audi A1 in our first group test of 2019, and Richard Lane pitted a new BMW M2 Competition against arguably the greatest M-car of them all: the 'E46' M3 CSL. Tough gig, Ricky: it certainly looks like the drivers enjoyed themselves that day.

MATT SAUNDERS

Mini Cooper came out tops in supermini group test

23 JANUARY

Cupra Ateca ★★★½☆

Hot crossover is objectively impressive but lacks true driver reward.

Power 296bhp **Torque** 295lb ft **0-60mph** 4.9sec **30-70mph** 4.4sec **Avg test economy** 28.9mpg

30 JANUARY

Skoda Karoq Scout 2.0 TDI 150 ★★★½☆

Practical, comfortable Skoda is short on charm and dynamic polish.

Power 148bhp **Torque** 251lb ft **0-60mph** 8.9sec **30-70mph** 9.6sec **Avg test economy** 38.0mpg

MOMENT OF THE MONTH

A new year brought a new Porsche 911 but a familiar set of nuances to get your head around. How differently does each version behave? Has more polishing lost any of the inherent 911 charm? I'm constantly intrigued by the way each 911 generation develops. Felt good, in January, to be in at the start. **MATT PRIOR**

FEBRUARY

A bit of inclement weather didn't stop February from getting off to an exciting start. After all, surely there's no better place to test the mettle of the new Mercedes-AMG A35 than the Peak District – in the middle of a blizzard.

No sooner than Mercedes' new fast A-Class had touched down on UK shores, road test editor Matt Saunders whisked it up north to do battle with Volkswagen's masterful Golf R and find out if the newcomer had what it takes to dethrone our reigning all-weather hot hatch champ. The Merc might have had the advantage of proper winter tyres, as well as a four-wheel-drive system that seemed better equipped to deal with the treacherous conditions underfoot, but even this wasn't quite enough to see it topple the VW.

Saunders concluded that the A35 was a more focused, engaging driver's car. But the Golf's everyman appeal and unflappable capability – regardless of what the weather might be doing – saw it clinch victory. He wrote: "Both could greatly enrich your daily motoring routine – the A-Class to a slightly greater effect – but it'd be the Golf you'd want to get back into after you'd had your fun, and then to go on with your daily life."

This wasn't February's only group test. Saunders also pitched the facelifted Porsche Macan against the Jaguar E-Pace (the Porsche won that one), while long-time contributor Andrew Frankel put together a rather more unconventional test of his own. This one involved an Alpine A110 and a McLaren Senna, but the goal wasn't to find out which was best.

Instead, Frankel set out to establish what, exactly, is enough? Would it be possible to enjoy the Senna – a £700k-plus hypercar – as much as the far cheaper but no less sublime Alpine on the public road, or would the inaccessibility of its 789bhp merely be a source of frustration?

The answer, fittingly, was that both were immensely enjoyable in their own fantastically unique ways. Frankel summed up as follows: "The

ROAD TEST ROLL CALL
CHEAPEST
Nissan Micra N-Sport
£19,005

QUOTE OF THE MONTH
"One jump – some may have mistaken it for the BA456 to Tangier – resulted in no more than a crushed skid plate."
Richard Lane on getting seriously airborne in the Bowler Bulldog

FEBRUARY'S ROAD TESTS

6 FEBRUARY

Lexus ES 300H ★★★½☆
Boldly styled, economical ES has a singularly rational but dry character.
Power 176bhp **Torque** 163lb ft **0-60mph** 8.7sec
30-70mph 7.6sec **Avg test economy** 41.9mpg

13 FEBRUARY

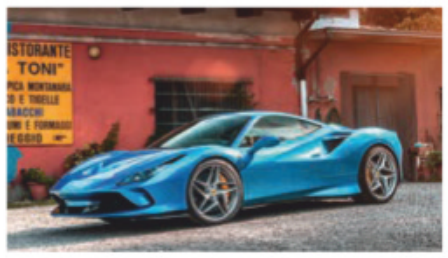
Citroën C5 Aircross ★★★½☆
Attractive and interesting, although its style is better than its substance.
Power 174bhp **Torque** 295lb ft **0-60mph** 9.0sec
30-70mph 8.5sec **Avg test economy** 37.2mpg

Access to excess: A110 and Senna tried to settle an argument

70%
The margin by which Lamborghini's global sales increased in 2018 following the introduction of the Urus SUV.

Fly, my pretty, fly: airborne Bowler landed safely(ish)

OUR PERFECT 2019 CAR
Gearbox
FERRARI F8 TRIBUTO



Manual? Not this time, although the six-speed in the Cayman GT4 truly is a lovely device. Ferrari's latest dual-clutch transmission is nothing short of a masterpiece, however, channelling vast torque, blipping faultlessly and operating via two scimitar-like paddles. Clinical and engaging, if you'll excuse the pun.

New Corolla joined the family hatch party in February

Mega-hatch comparo was a test of resolve

Range Rover Velar: now in potent V8 form

Alpine is the very definition of 'enough', the Senna the absolute embodiment of 'too much'. And I won't be the first to observe that too much of a good thing can sometimes be absolutely wonderful."

Of course, February wasn't all about group tests. We heard Land Rover was ditching its plans to launch an exclusive, two-door version of the Range Rover, while the smaller Velar gained a V8 engine in the guise of the luxurious new SVAutobiography. February also saw us get the chance to drive the new Toyota Corolla, while the fourth-generation Ford Focus went on to achieve a four-and-a-half-star road test rating. Road tester Richard Lane, meanwhile, spent an afternoon getting seriously muddy – and impressively airborne – in the new Bowler Bulldog.

Elsewhere, we sat down with Lamborghini boss Stefano Domenicali in Bahrain to learn about his five-year growth plan. Suffice it to say the Urus is a big part of this, but it seems that a second SUV isn't on the cards – at least not yet. "If I was a very selfish manager, that is exactly what I would do," Domenicali said. "But it wouldn't be right for the brand. It would pay off rapidly in the short term, but in the medium and long term it would be a very big mistake." Seems like Lambo is in the right hands, then.

SIMON DAVIS

20 FEBRUARY

Ford Focus ★★★★½

Better to drive and look at than before, and impressively good value.

Power 180bhp **Torque** 177lb ft **0-60mph** 8.9sec
30-70mph 7.8sec **Avg test economy** 29.5mpg

27 FEBRUARY

Kia Proceed ★★★½☆

Alluring and interesting but not quite as special to drive as it looks.

Power 138bhp **Torque** 179lb ft **0-60mph** 9.5sec
30-70mph 8.9sec **Avg test economy** 34.0mpg

MOMENT OF THE MONTH

Pitting the new Mercedes-AMG A35 against a Volkswagen Golf R at the beginning of February was one of the first big jobs I did with photography recruit Olgun Kordal, and we did it in the Peak District – in a blizzard. A lesser pro would have simply given up; but watching him stoically shoot on while up to his knees in snow, with about 100 yards' visibility, I knew he was made of the right stuff. Apparently it took the heater in the Merc all the way back to London to dry out his trainers...

MATT SAUNDERS

MARCH

Long established as one of the automotive world's premier events, this year's Geneva motor show saw mainstream manufacturers largely take a back seat as premium marques, hypercars and electric vehicles dominated the headlines.

Pininfarina unveiled the 1900bhp Battista in full for the first time, the Polestar 2 arrived as a five-door fastback ready to take on the Tesla Model 3 and Koenigsegg continued to fly the flag for V8 power with the £2.3 million Jesko.

The show arguably belonged to Aston Martin, its expansive stand playing host to a trio of concepts that look to shape the future of the British brand. None was immune from the industry-wide push towards electrification, with the £1m 'Son of Valkyrie' AM-RB 003 and the first mid-engined Vanquish both set to use hybrid V6 power, while the Lagonda SUV is fully committing to battery power. "There has never been a greater, more productive era in Aston Martin or Lagonda history," reckoned Steve Cropley. "We should settle back and enjoy the ride."

11.5sec
How long it took the two-tonne AMG GT 4-Door to run the quarter mile, hitting 123.6mph in the process.

Away from Switzerland, Tesla's Model Y 'affordable' SUV was revealed, but it was the European arrival of the hotly anticipated Model 3 that had us reaching for our passports. Many predicted the affordable EV would signal the beginning of the end for conventionally powered saloons, so we drove a BMW 3 Series to Amsterdam for a back-to-back test

MARCH'S ROAD TESTS

6 MARCH

Hyundai Santa Fe ★★★½☆

Better looks and a mixed drive but little to help the SUV really stand out.

Power 197bhp **Torque** 325lb ft **0-60mph** 9.3sec **30-70mph** 9.8sec **Avg test economy** 37.5mpg

Model 3 impressed but we'd still make ours a 3 Series

with the first Model 3 off the boat to find out. "To some, the Tesla's electric motors and zero tailpipe emissions will be like a 50-metre head start in a 100-metre race," argued Matt Saunders. But for most, he contested, it simply isn't "as viable, usable and practical as one of the best, most broadly talented combustion-engined cars in the world".

Onwards to Greece and a drive in another car that will prove crucially important to its maker. The second-generation Evoque has been completely re-engineered to feel more like a 'proper' Range Rover, and our initial impressions suggested Land Rover had largely achieved that. "From its new comfort levels to its improved richness and practicality and remarkable, groundbreaking on-board technology, the Evoque has really come of age," said Saunders.

As roads a little closer to home began to thaw, Andrew Frankel argued the case for diesel power. The black pump's popularity may be on the decline but, from behind the wheel of an Alfa Romeo Stelvio, "the right diesel engine is inherently better suited to such a car than even the most fluently engineered petrol-powered equivalent". When that equivalent is a Porsche Macan, however, the result wasn't quite so clear-cut.

While car makers continue to add 500bhp-plus machines to their line-ups, you need less than a fifth of that power to have fun – as we proved with five sub-100bhp heroes in the 13 March issue, even if Colin Goodwin controversially deemed the two-wheeled Triumph Thruxton his pick of the bunch.

We also defined our motoring bucket list in the 27 March issue, picking a Hyundai i30 Fastback N to tackle Scotland's lesser-known South West Coastal 300 route. "I'm not sure I could have expected much more from a £30,000 hot hatch," was our verdict. As for the road? "It doesn't have the majesty of the North Coast 500 and its scenery isn't quite as awe-inspiring. But its roads are just as good to drive."

TOM MORGAN

QUOTE OF THE MONTH

"No one knows how Charles Leclerc is going to affect Vettel. Kimi Räikkönen never pushed Seb, but Leclerc really could. I expect him to be on pace from the outset."

Jolyon Palmer's expectations for a then yet-to-begin Formula 1 season

OUR PERFECT 2019 CAR

Suspension

PORSCHE 718 CAYMAN GT4

Relatively (and we must stress that word) disappointing on the track, the GT4 scored the highest combined total for 'on the road' driving at our annual Handling Day showdown. Its suspension is precise, malleable, controlled and totally unflustered. So good, in fact, we've yet to find a road it couldn't take apart.

MOMENT OF THE MONTH

Goodwood, early March, and the Ford GT. There are quicker, more agile and more communicative supercars around for far less money, but for a driving experience that feels so uniquely race car-centric, you need to look at something like a Senna. A true homologation special.

RICHARD LANE

ROAD TEST ROLL CALL

MOST POWERFUL

Lamborghini Aventador SVJ

759bhp

Aston revealed mid-engined ambitions

Sub-100bhp Smart Roadster gave us a giggle

13 MARCH

Mercedes-AMG GT 4-Door Coupé ★★★★☆

AMG defies physics with a four-door GT that handles beautifully.

Power 577bhp **Torque** 590lb ft **0-60mph** 3.3sec **30-70mph** 4.5sec **Avg test economy** 21.7mpg

20 MARCH

Audi SQ2 ★★★★☆

More fun than you might expect – from a crossover or an Audi S.

Power 296bhp **Torque** 295lb ft **0-60mph** 4.5sec **30-70mph** 7.8sec **Avg test economy** 26.9mpg

27 MARCH

Nissan Micra N-Sport ★★★☆☆

Sharp-suited supermini falls flat on character and dynamic flair.

Power 115bhp **Torque** 148lb ft **0-60mph** 10.2sec **30-70mph** 12.4sec **Avg test economy** 33.4mpg

APRIL

The covers of the four magazines we published in April give a pretty good snapshot of the car world. Of the 27 new cars pictured, 10 were SUVs, but there were other bodystyles, three pure electric vehicles, a broad mix of other powertrains and – still pleasingly – room for a couple of V8s.

Our first experience of Porsche's Taycan EV came in April, though, in a fairly remote part of Lapland – most of which is pretty remote anyway – during winter testing. And it began with doing some doughnuts because, while Porsche is embracing EV technology to the extent that, in the same issue, we revealed the next 718 Boxster and Cayman would be electric, it's also trying to reassure us that it still makes sports cars.

We tested one of its more traditional ones at the start of April, too. The new 911 in Carrera 4S form took on an Audi R8 V10 and a Lotus Evora GT410 Sport. Perhaps unsurprisingly, the 911 won, because it has a habit of doing that kind of thing.

There was another quick car group test in April, of three hot hatchbacks. It's a test I know was shot by photographer Luc Lacey before I even saw the byline this morning, when I opened the final spread to see a picture with as many wild ponies in it as cars. If he ever leaves, heaven forbid, I swear it'll be to photograph animals. Anyway, a Volkswagen Golf GTI TCR was third behind a Honda Civic Type R and Renault Mégane RS 300 Trophy, because the test wondered which was best to drive. The Golf was considered "the one most would choose to live with", and I agree. I think it's a car not helped by the race-inspired 'TCR' name, because it creates expectations that the TCR – barely any more focused than a regular GTI – doesn't meet. As a daily driver, though, it's the one I'd sign up to in a heartbeat.

MOMENT OF THE MONTH

My first trip to the Shanghai show since 2013, and what a transformation. We've written plenty about how improved Chinese domestic cars are, but even more striking were the improvements in car makers' branding. The start-ups are classy and cool, and the stands could have been in Geneva or LA. Building good brands will be as important as building good cars, and the progress has been remarkable. Wonder what a visit in 2025 would be like...

MARK TISSHAW

OUR PERFECT 2019 CAR

Body

POLESTAR 1

Some of you will have wondered whether Volvo's much-loved design language could evolve enough to justify a six-figure price tag. The plug-in hybrid Polestar 1 leaves no room for doubt and demonstrates that 600bhp cars need not shout to make a jaw-dropping entrance. Ice-cold.

APRIL'S ROAD TESTS

3 APRIL

Mercedes-Benz B180 Sport ★★★★☆

In an ever-shrinking niche, this MPV deserves consideration.

Power 134bhp **Torque** 148lb ft **0-60mph** 8.4sec **30-70mph** 11.5sec **Avg test economy** 32.5mpg

10 APRIL

Jeep Wrangler 2.2 Overland ★★★★☆

Jeep's off-road icon is now more competent on road, too.

Power 197bhp **Torque** 332lb ft **0-60mph** 9.0sec **30-70mph** 9.8sec **Avg test economy** 29.0mpg

40mpg
Against diesel rivals, the hybrid petrol Lexus UX 250h was the only compact SUV to average over 40mpg in our test.

Ice to meet you: we got our first taste of the Taycan in Lapland

Another horse photo spoiled by boy racers

ROAD TEST ROLL CALL
MOST TORQUE
Lamborghini Urus
627lb ft

Those SUVs, then. The new Ford Puma was announced this month, while in another issue we tested the latest Range Rover Evoque against a Volvo XC40, Audi Q3 and Lexus UX 250h. Yes, that is the new Evoque. Earlier this year, I heard Land Rover design chief Gerry McGovern say he didn't see why people thought the new Evoque looked like the last one, which is the difference between a designer and the rest of us, I think. But it is an SUV, and it's very good. The Lexus is "more crossover hatch than compact SUV", we said, and it, and the Q3, finished behind the "still fresh and appealing" Volvo, which was second to the Evoque. We took them to a quarry for pictures, because they're off-roaders. But with no horses, you can tell it wasn't shot by Luc.

And those V8s? Well, I like that there's still occasional room for them. The supercharged one in the nose of a Jaguar F-Pace SVR makes a healthy 542bhp and impressed road test editor Matt Saunders, while the one in the front of a Mercedes-AMG C63 Coupé has two turbochargers and impressed the rest of the road testers.
MATT PRIOR

New Evoque met compact SUV rivals and beat them all

QUOTE OF THE MONTH
"I said: 'I can only take responsibility if I can be in charge.'"
Jost Capito, interviewed as head of VW's R performance division, on leaving McLaren's F1 team after just three months in 2016

17 APRIL

Jaguar XF Sportbrake 300 R Sport ★★★★☆
Built on enthusiast values but in need of a wider update – and soon.
Power 269bhp **Torque** 295lb ft **0-60mph** 6.0sec
30-70mph 7.2sec **Avg test economy** 24.1mpg

24 APRIL

Mercedes-AMG C63 S Coupé ★★★★½
Scintillating C63 lays down the gauntlet for M division.
Power 503bhp **Torque** 516lb ft **0-60mph** 4.3sec
30-70mph 4.7sec **Avg test economy** 26.0mpg

AMG beat Porsche in super-GT showdown

MAY

The best cars on sale in Britain were all gathered under one very big roof

You would have to search long and hard for a broader cross section of the road-testing universe than the contents of May's quintet of magazines. Or for one more riven through with quality.

With almost 300 miles of driving range, the relatively inexpensive Kia e-Niro was the subject of the month's first full eight-page test and it duly claimed game-changer status in the world of electric cars. "It may do more than any other to convince people about the viability of zero-emissions motoring," we said, although, like all such cars, it remains at the mercy of public charging infrastructure. Either way, it was further evidence that Kia is establishing itself as a formidable force in Europe.

A fortnight later we were in more familiar

MAY'S ROAD TESTS

1 MAY

Kia e-Niro ★★★★½

The very best affordable EV yet appraised on these pages.

Power 201bhp **Torque** 291lb ft **0-60mph** 7.2sec **30-70mph** na **Avg test economy** 3.5mpkWh

8 MAY

Maserati Levante S Granlusso ★★★½☆

Better engine improves the class's curate's egg but can't redeem it.

Power 424bhp **Torque** 478lb ft **0-60mph** 5.1sec **30-70mph** 6.5sec **Avg test economy** 16.0mpg

1.1sec
The time it takes for the McLaren 600LT Spider to accelerate from 40mph to 60mph in second gear. Talk about an overtaking weapon.

OUR PERFECT 2019 CAR
Brain
MERCEDES-AMG GT 63 S 4-DOOR

If your car must have four-wheel steering, torque vectoring and electronic variable this and that, you'd want it to possess the same processor as AMG's new super-saloon. That such a cumbersome machine can handle in such linear fashion – and feel far less its true size and weight – is a masterclass in coding and calibration.

All-new Porsche 911 met with the ancestors

Our McLaren F1 reunion didn't disappoint

ROAD TEST ROLL CALL
FASTEST 0-60
Ferrari 488 Pista
2.8sec

territory, and the new BMW 3 Series duly earned a rare five-star verdict on the basis of its efficiency, interior quality and sensational dynamics. Even for a car whose everyday appeal has for generations remained largely unmatched, the G20 iteration feels like a seminal effort. For a small-engined diesel exec of only modest shove to "rotate really keenly underneath you" is certainly something to write home about.

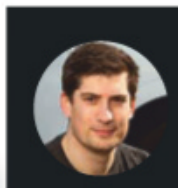
The following issue then heralded a verdict for arguably the finest McLaren road car of the modern era. Alas, although it comfortably put Porsche's GT2 RS to the sword in terms of lap time, and proved sensationally good on the road, the month's second five-star gong never quite materialised. In the end, it was felt the 600LT didn't do quite enough to justify the 'Longtail' moniker, being broadly too similar to the 570S. Not every tester agreed with this, mind.

There would be one more significant road test, but not before we'd sampled the latest Focus ST at Ford's Lommel proving ground, driven a works-developed electric Aston Martin DB6, become acquainted with the reincarnated Toyota Supra and hosted our annual awards ceremony at Silverstone. There was also the small matter of testing the McLaren F1 against its modern descendants – the hybrid P1 and our 720S long-termer – for a feature, the insurance premium for which kept all attendees well and truly on their toes. Being none other than the original XP5 prototype, the F1 alone was valued at a head-spinning £25 million...

Which brings us to road test No 5424 – the thorough assessment of nothing less than an all-new Porsche 911. In Carrera S form, the wider and heavier but stupendously quick 992-generation car left us slack-jawed with its combination of agility and stability, but it didn't quite capture our hearts. Too competent? Perhaps, because whereas basic 911 models tend to excel more on road than track, this one demonstrated opposite priorities. All the ingredients are there, however, for later iterations to be truly special.

On a personal Porsche-related note, May was the month I drove my first 356 Speedster. It was Porsche's own, I should add, and if there's a better advert for the virtuous circle of weight-saving, I've yet to experience it. Blissful delicacy in every control.
RICHARD LANE

QUOTE OF THE MONTH
"Now I remember why this was so dangerously addictive: it's not just the inexorable shove, but the sound that goes with it."
Andrew Frankel commemorates 25 years of the McLaren F1 with another go in the legendary supercar



MOMENT OF THE MONTH
The Autocar Awards always has a stunning static display to welcome guests to Silverstone, so being first in line to act as valet meant being handed the keys to some real exotic machinery. This year's selection included an Aston Martin DBS Superleggera, Porsche 911 GT2 RS and the new Toyota Supra, but the highlight was being able to count myself among the few to have driven a McLaren Senna – and one of even fewer to get trapped inside, when I forgot the door release was located in the roof. **TOM MORGAN**

15 MAY

BMW 320d M Sport ★★★★★

BMW's one-time default-choice exec hits even greater heights.
Power 188bhp **Torque** 295lb ft **0-60mph** 6.9sec
30-70mph 7.5sec **Avg test economy** 47.4mpg

22 MAY

McLaren 600LT Spider ★★★★½

Great, at times, on track but nothing short of sublime on the road.
Power 592bhp **Torque** 457lb ft **0-60mph** 2.9sec
30-70mph 6.3sec **Avg test economy** 16.7mpg

29 MAY

Porsche 911 Carrera S ★★★★½

Faster, richer and more competent than the 911, if less vivacious.
Power 444bhp **Torque** 391lb ft **0-60mph** 3.4sec
30-70mph 5.3sec **Avg test economy** 23.1mpg

JUNE

New Supra arrived to take on M2 Competition and 718 Cayman T

OUR PERFECT 2019 CAR
Seats
ALPINA B7

Admittedly, the chairs in Alpina's latest autobahn cruise liner aren't the last word in unrelenting trunk support, but silken Lavalina leather – made from ruinously expensive hides usually deemed too rarefied for automotive use – and wingback dimensions make them a suitable alternative to Valium.

JUNE'S ROAD TESTS

5 JUNE

Toyota Corolla ★★★★☆

A big step up for Toyota in a vital sector and a better hybrid to boot.

Power 178bhp **Torque** na **0-60mph** 8.1sec **30-70mph** 7.6sec **Avg test economy** 44.3mpg

12 JUNE

Hyundai Nexo ★★★½☆

Impressive effort that heads in the right direction for hydrogen fuel cell cars.

Power 161bhp **Torque** 291lb ft **0-60mph** 9.6sec **30-70mph** 9.8sec **Avg test economy** 42mpkg

19 JUNE

Lamborghini Aventador SVJ ★★★★☆

Learn to speak its language and nothing else quite compares.

Power 759bhp **Torque** 531lb ft **0-60mph** 2.9sec **30-70mph** 2.7sec **Avg test economy** 11.9mpg

980kg
The claimed weight of Gordon Murray's new all-carbonfibre, 641bhp V12 hypercar, the T50. It's 120kg lighter than Murray's original McLaren F1 and less than the weight of most superminis.

We weren't accepting Deutsch marques in our exec group test

Jag design boss Callum (right) took a bow

Aston and Goodwood are inextricably linked

Alongside welcoming in the first few days of summer, June was also a month of optimism for the car enthusiast – particularly for those with a nostalgic glint in their eye.

Twenty-five years after Autocar exclusively road-tested the McLaren F1, its designer, Gordon Murray, secured another cover scoop with the unveiling of his new project, the T50 – one of the few times this year when the word 'hypercar' wasn't preceded by 'electric'. The T50 is clearly intended to revive the spirit of his original F1.

The T50 sees a return of that iconic three-seat format, is remarkably light at under a tonne and is powered by a naturally aspirated 3.9-litre V12 revving to more than 12,000rpm. It's made from titanium and even features an electric fan to create downforce under the car. If that doesn't whet your appetite, we're not sure what will.

Other important unveilings included the Bentley Flying Spur, which when driven later in the year we described as one of the world's greatest cars, and the Ferrari SF90 Stradale, a 986bhp plug-in hybrid that takes LaFerrari's performance and brings it to series production. Enthusiasts were also warmed by news from Japan, as we reported on the possibility of Mitsubishi bringing back the much-loved Evo super-saloon.

Then, in the same issue that featured the reveal of one of the ultimate analogue sports cars in the form of Porsche's new 718 Cayman GT4 (and its Boxster Spyder sibling), the long-anticipated Toyota Supra secured a couple of scalps in its first Autocar group test.

The Toyota just eclipsed its rivals – the 718 Cayman T and BMW M2 Competition – in our test by being more characterful than the former and more composed than the latter, nailing that Goldilocks sweet spot between everyday usability and driver engagement. But we still felt there's a bit more to come from the Supra...

Our first go behind the wheel of the mad, £140,000 Polestar 1 confirmed that this beguiling 600bhp hybrid coupé is far more than just a Volvo with some pace and a big price, Matt Prior describing it as "decidedly well integrated and curiously rewarding". Similar sentiments were aimed at the Range Rover Velar SVAutobiography Dynamic, which Steve Cropley reckoned was "the closest thing you can buy to a fully capable Range Rover GT". It just might be the car to make you like fast SUVs.

It wasn't all excess pace and excess cost, however, as we set out to compare compact executive cars, and specifically those that aren't German. Alfa Romeo's entertaining Giulia beat out the stylish Volvo S60, refined Kia Stinger and likeable Peugeot 508 to take the perhaps not so coveted title of 'best of the rest'.

There was plenty of variety in June's features, too. Before the new mid-engined Corvette broke cover, we took the outgoing car out of its US highway comfort zone and gave Colin Goodwin the task of driving it from Brooklands to Brighton using only single-lane roads. Cropley sat down with the 'Wolf of Wolfsburg' himself, Volkswagen Group boss Herbert Diess, while Andrew Frankel celebrated Aston Martin's long relationship with Goodwood. The month also saw Jaguar design boss Ian Callum step down after 20 years in the job, so we looked back on his bulging portfolio of future classics.

LAWRENCE ALLAN

MOMENT OF THE MONTH

Another month, another Nürburgring record. Yup, but the one I saw was special. That Volkswagen's ID R, in ultra-slippery low-downforce spec, shattered the circuit's electric lap record was to be expected. That it became the second-fastest car yet to lap the track was less so. It was hugely impressive to watch: mind-bogglingly fast and confusingly quiet. **JAMES ATTWOOD**

ROAD TEST ROLL CALL
SLOWEST 0-60MPH
Ford Ranger Raptor
10.5sec

QUOTE OF THE MONTH

"Just about the most ridiculous thing you can do at present is make an electric supercar."
Gordon Murray, when asked why his new T50 hypercar is powered by an engine and not a battery

26 JUNE

Audi E-tron ★★★★½

A rounded, uber-luxurious addition to the premium EV niche.

Power 403bhp **Torque** 490lb ft **0-60mph** 5.4sec **30-70mph** 4.3sec **Avg test economy** 2.3mpkWh

JULY

July was the month Jaguar finally confirmed its next-generation XJ would go electric. On the day that production of the current XJ ended, the brand announced that the new model would be built at the same Castle Bromwich plant. It was a satisfying day for Autocar, because we first reported that a zero-emissions XJ was coming back in 2015. Just a few more months and we'll see the new XJ, one of the final Jaguar models penned by now former design boss Ian Callum.

Two other key cars were revealed in July, continuing both the electric and British themes. The Mini Electric was unveiled, looking, unsurprisingly, little different from the normal Mini, aside from a few design tweaks such as the aero-friendly wheels. While the 144-mile range was disappointing to some, the price – around £24,000 including the plug-in grant – will help marketing EVs to the masses.

One car certainly not for the masses is the Lotus Evija, the Norfolk maker's electric hypercar. We learned that no more than 130 Evijas, intended as a 'halo' for the Lotus range and costing £2 million apiece, will be made. It's set to be the heaviest Lotus yet, at 1680kg, but the firm said it will be "the most dynamically accomplished road car in the history of Lotus". A bold claim if ever we heard one.

1973bhp
The claimed output of next year's Lotus Evija, making the electric hypercar the most powerful production car in the world.

July was also the month we got our hands on one of the most divisive cars of recent years, the Lamborghini Urus, for our eight-page road test. Our test team admitted that the SUV's design wasn't its strong suit but recognised its prowess on the road, describing the car as having "a driving experience to blow your mind".

There was equally positive if very different thoughts on our exclusive go in the Volkswagen ID 3 prototype. Road test ed Matt Saunders concluded of his drive: "There can be little development left to do to make the ID 3 ready to impress both the EV converts and nervous internal combustion exiles alike," adding that it felt "like an authentic VW to boot".

ROAD TEST ROLL CALL
AVERAGE CYLINDER COUNT
5.1

We couldn't have let the year pass without recognising Bentley's centenary. Andrew Frankel mused the similarities and differences between its oldest model, the priceless 3 Litre EXP2, and one of its newest, the Bentayga Speed. The cherry on top was snapper Olgun Kordal's charming pictures of the two motors driving side by side in the countryside.

Finally, as we always do in July, the Autocar team decamped to the Goodwood Festival of Speed to unite with fellow car enthusiasts – and to witness Volkswagen's ID R race car, driven by Romain Dumas, smash all previous records up the hill.

RACHEL BURGESS

VW's crucial ID 3 EV impressed in prototype form

JULY'S ROAD TESTS

3 JULY

Lamborghini Urus ★★★★☆

For the effect it has on your notion of how agile an SUV can be, it's like the first Cayenne all over again.

Power 641bhp **Torque** 627lb ft **0-60mph** 3.3sec **30-70mph** 2.8sec **Avg test economy** 19.0mpg

10 JULY

DS 3 Crossback P'tech 155 Prestige ★★★☆☆

No design smash hit. Short on perceived quality and dynamic polish.

Power 153bhp **Torque** 177lb ft **0-60mph** 8.8sec **30-70mph** 8.3sec **Avg test economy** 40.6mpg

Bentley's oldest car met one of its latest. Truly a grand day out

MOMENT OF THE MONTH

The whole point of the Autocar road test is to assess a car's fitness for purpose, so when we got our hands on the new Ford Ranger Raptor, we naturally headed straight to Tixover Quarry for some, er, assessment. With its Baja rally-inspired set-up, the Raptor unsurprisingly proved to be immensely capable off road. But even more impressive was its ability to deal with being launched into the air at fairly serious speed. If we could award stars for jumpability, this would get the full five. **SIMON DAVIS**

We drove new Mini EV around New York's Formula E circuit

OUR PERFECT 2019 CAR

Wheels

RENAULT MEGANE RS TROPHY-R

Any hot hatch costing the same as Porsche's new Cayman GT4 is surely a flawed concept, but this doesn't make the way the £72,000 Mégane Trophy-R changes direction any less dumbfounding. Some of that electrifying response is down to the ultra-lightweight carbonfibre wheels – yours for a cool £12,000.

August but anachronistic throwback – and a V12

QUOTE OF THE MONTH

"To me, the V12 is *the* engine configuration: the purest, the most classy, the best sounding, the best."

Andrew Frankel prepares to bid farewell to the V12 by contemplating what makes it so special

17 JULY

Mercedes-Benz G350d AMG Line ★★★★☆

Customary capability, charm and ego, now with 21st-century luxury.

Power 282bhp **Torque** 443lb ft **0-60mph** 7.5sec **30-70mph** 7.2sec **Avg test economy** 24.9mpg

24 JULY

Jaguar F-Pace SVR ★★★★½

Broad-batted and can vividly thrill but hasn't forgotten its SUV roots.

Power 542bhp **Torque** 502lb ft **0-60mph** 4.1sec **30-70mph** 3.5sec **Avg test economy** 18.0mpg

31 JULY

Skoda Scala SE 1.5 TSI 150 DSG ★★★½☆

For the price we must recognise progress, but for driver involvement we will look to other brands.

Power 148bhp **Torque** 184lb ft **0-60mph** 7.9sec **30-70mph** 7.3sec **Avg test economy** 41.5mpg

AUGUST

August presented the opportunity to test a car of huge significance: the Outspan Orange – sorry, I mean the Porsche Taycan. You know, Porsche's first electric car, intended to prove that an EV can still be a genuine sports car. And definitely not a motorised orange (although we drove one of those as well).

Andrew Frankel got behind the wheel of a pre-production Turbo S version, at a point when Porsche engineers were being all coy about confirming any real details. Even so, it was enough to convince Frankel who, while stopping short of calling it a true sports car, was impressed enough to declare it "the best electric car yet to go on sale – by a country mile". As Frankel typed, Elon Musk was probably prepping Tesla's engineers for a Porsche-baiting Nürburgring lap record attempt...

The Taycan might be the car of the near future, but in August our road testers tried to answer the more pressing question by determining the best car on sale right now (or four months ago, by the time you read this). After plenty of debate, this year's winner of our annual top 50 countdown was the Alpine A110. We shall resist making jokes about it scaling the mountain, and instead simply celebrate the lightweight two-seater as a glorious example of how less really can be so much more.

Mind you, for some firms, more is always more. Take Ferrari, for example: it wouldn't be a proper

£7.4 million
The cost – pre-tax – of the 1577bhp Bugatti Centodieci, a Chiron-based tribute to the EB110. Just 10 will be produced.

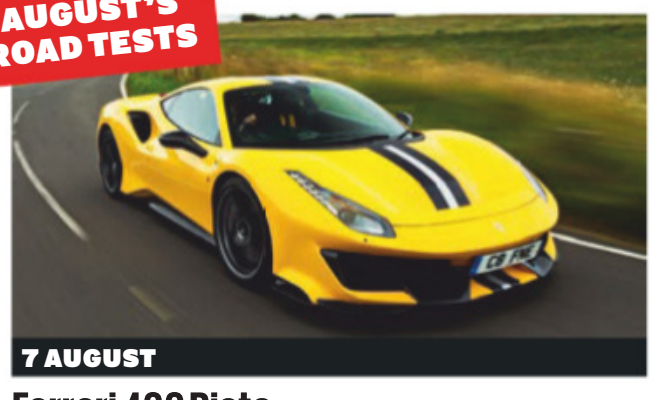
We tested Lambo's sizzling Aventador SVJ Roadster

MOMENT OF THE MONTH

Being one of the last journalists to get behind the wheel of an important car is never advisable, but that's how I found myself before a life-affirming long summer evening in an Alpine A110. The hype from the industry and colleagues was at fever pitch, and after three hours and nearly a whole tank of fuel, I'm pleased to say it didn't disappoint. **LAWRENCE ALLAN**

Junior Handling Day: the most fun you can have without remortgaging

AUGUST'S ROAD TESTS


7 AUGUST

Ferrari 488 Pista ★★★★½

Unmatched in on-track handling vivacity but not in all other ways.

Power 710bhp **Torque** 568lb ft **0-60mph** 2.8sec **30-70mph** 3.5sec **Avg test economy** 17.2mpg

14 AUGUST

Toyota GR Supra Pro ★★★★☆

Fast and usable and has plenty going for it but leaves us wanting more.

Power 335bhp **Torque** 368lb ft **0-60mph** 4.4sec **30-70mph** 4.8sec **Avg test economy** 28.4mpg

QUOTE OF THE MONTH

"Trust me, it can take whatever punishment you're prepared to ask of it."

Land Rover engineer Andy Deeks on the new Defender's capabilities

ROAD TEST ROLL CALL
PERCENTAGE OF VEHICLES TESTED THAT ARE ELECTRIFIED
13.6%

product of Maranello if it wasn't hugely powerful, dramatically styled and gloriously overblown. We worked our sources to get some details on the firm's forthcoming SUV and found enough to suggest that it should live up to that reputation, even if it is more practical than a regular Ferrari for the weekly shopping trip to Lidl.

August is also the month in which we stage our annual contest to find Britain's Best Affordable Driver's Car (aka BBADC, aka Junior Handling Day, aka a top couple of days out of the office). We gathered a stellar field in Wales, with the Mazda MX-5 a worthy, if not entirely surprising, winner.

As our excitement at getting behind the wheel of Mazdas, Alpines, electric Porsches and, yes, motorised oranges will suggest, Autocar journalists are happiest when they're behind the wheel of a car. But there are times when we're happy to swap seat cushions: such as when we're offered a first ride in a pre-production Land Rover Defender. It was our first chance to find out if the rugged 4x4 was a true off-roader in the spirit of the classic Defender as we were chauffeured around Land Rover's off-road course – and early indications were very positive.

Right then, about that fruity motor. Richard Bremner got to drive the Outspan Orange while celebrating some of the strange things that classic Minis have been converted into. Apparently, the orange maintained the cornering zest of a Mini, but became nervous at speeds above 30mph. Sadly, Bremner stopped short of declaring it the best motorised orange yet, although we suspect it's probably right up there in contention.

JAMES ATTWOOD

OUR PERFECT 2019 CAR

Throttle response

PORSCHE TAYCAN TURBO S

In the first electric Porsche – and, we reckon, now the finest zero-emissions driver's car you can buy – the delivery of 617bhp from two motors is both beautifully calibrated and near-instantaneous. It's like your brain and the wheels are connected by Bluetooth.

Mini-based fruit-promo car had kerb a-peel

Alpine beat all-comers as best car on sale

We blagged a ride in the new Defender – but not here

21 AUGUST

Mercedes-Benz CLA ★★★☆☆

Styling nearer the mark but this CLA 250 AMG Line Premium Plus still way wide of it to drive.

Power 221bhp **Torque** 258lb ft **0-60mph** 6.8sec **30-70mph** 8.2sec **Avg test economy** 33.6mpg

28 AUGUST

Ford Ranger Raptor ★★★★☆

Underwhelming on the road, brilliantly tough and tenacious off it.

Power 210bhp **Torque** 367lb ft **0-60mph** 10.5sec **30-70mph** na **Avg test economy** 24.4mpg

SEPTEMBER

September was a big month for all things electric, at least among the pages of this magazine. In the first issue, the Tesla Model 3 ran the gauntlet of the Autocar road test and went on to achieve a four-star score; the new Mercedes EQC triumphed over the Jaguar I-Pace, Audi E-tron and Tesla Model X in an epic 10-page group test; and we were invited to Croatia for a behind-the-scenes tour of electric hypercar maker Rimac's factory and a chat with head honcho Mate Rimac. He told us about his new C_Two (the 1888bhp replacement for the Concept One) and the future of the firm.

Later in the month, James Attwood travelled to China to witness Volkswagen's ID R electric racer set a hillclimb record on Tianmen Mountain's Big Gate Road with Romain Dumas at the wheel. With no official record in place the title was there for the taking, but the ID R's time of 7min 38.535sec is nonetheless impressive – especially considering the road rises through 3609 feet of elevation, has 99 turns, is 6.776 miles long and has an average gradient of 10.14%.

François-Xavier Demaison, VW Motorsport's technical boss, summed up the run succinctly: "It's difficult because the road is something like you'd find on the Monte Carlo Rally. To come here with a car that's like a sports prototype, you have to be a bit crazy – but engineers are crazy."

Having already sampled the Porsche Taycan in pre-production guise, our first proper drive in the finished product came in September. The significance of this car for its Stuttgart manufacturer cannot be overstated, and based on Matt Prior's drive of the Turbo S model, it sounds like Porsche has near as dammit hit the nail on the head.

The month wasn't all about electric cars, though – supercars featured in abundance too. In addition to first drives of both McLaren's new GT and the Ferrari F8 Tributo (the latter receiving five stars), Richard Lane

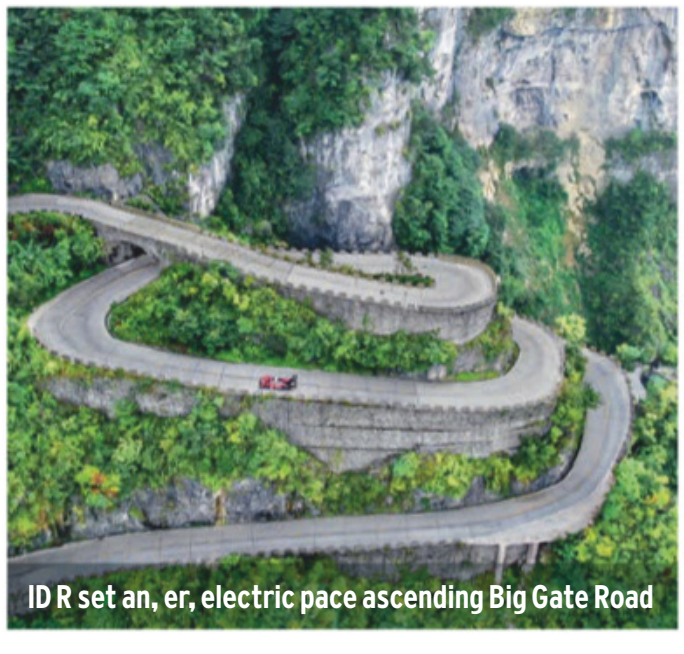
QUOTE OF THE MONTH

"I think this handsome thing is the world's best electric car."

Matt Prior on his first drive in the new Porsche Taycan

ROAD TEST ROLL CALL
HEAVIEST
Ford Ranger Raptor
2510kg

F8 Tributo netted itself five stars on our first drive


ID R set an, er, electric pace ascending Big Gate Road

SEPTEMBER'S ROAD TESTS

4 SEPTEMBER

Tesla Model 3 ★★★★☆

Wrinkles aside, great electric performance and usability at this price.

Power 252bhp **Torque** 277lb ft **0-60mph** 5.8sec **30-70mph** 4.7sec **Avg test economy** 3.1mpkWh

11 SEPTEMBER

Ford Focus ST ★★★★☆

Big on character and performance but not quite truly immersive.

Power 273bhp **Torque** 310lb ft **0-60mph** 6.1sec **30-70mph** 4.9sec **Avg test economy** 32.0mpg

OUR PERFECT 2019 CAR
Aerodynamics
DALLARA STRADALE

Turn four at the MIRA test track we use to set lap times is a frightening fourth-gear left-hander where, in the very quickest supercars, downforce matters. The Dallara took it in fifth, and with such security that our testers would have felt comfortable removing one hand from the car's tiny wheel.

3
The number of cars in which test driver Andy Wallace has set production car world speed records. Before the Bugatti Chiron, he'd manned the Jaguar XJ220 and McLaren F1 on their record-beating runs.

MOMENT OF THE MONTH

There had been months of speculation, so I asked Volkswagen Group CEO Herbert Diess whether he would consider buying Tesla. Diess was quick to applaud Elon Musk for his achievements before saying, unequivocally, that he would not buy the EV brand. "I wouldn't buy a stake because I think all they are doing, we can do," Diess said. "In the long run, I think we might have a bit of an advantage because of scale." Our subsequent story was picked up globally.

RACHEL BURGESS

was handed the task of delivering a Lamborghini Huracán Performante from the Goodwood Festival of Speed back to its home in Sant'Agata Bolognese (tough gig, right?). Needless to say, regardless of where it went – be it derestricted autobahn, the Black Forest High Road or the Silvretta Pass – the V10-powered Performante was a thriller. "We reach the Black Forest at sunset, where the Performante performs its party piece, which is to rip into the road surface with Pirelli tyres that feel more like crampons and allow you to get the digital tacho whirring like a Catherine wheel," wrote Lane.

Not a bad way to spend a few days at all.

Then, of course, there was the Frankfurt motor show. Land Rover pulled the covers off the long-awaited new Defender, while Volkswagen revealed its new ID 3 electric car. We also heard the news that a lightly modified Bugatti Chiron had punched through the 300mph barrier, hitting a maximum speed of 304.7mph. That's quite a good month for cars, then.

SIMON DAVIS

18 SEPTEMBER

Audi S4 ★★★★☆

Diesel power sparks an appealing new identity for this fast Audi.

Power 342bhp **Torque** 516lb ft **0-60mph** 4.6sec **30-70mph** 4.1sec **Avg test economy** 29.1mpg

25 SEPTEMBER

BMW X2 M35i ★★★½☆

Committed effort strikes the wrong compromise in this class.

Power 302bhp **Torque** 332lb ft **0-60mph** 5.0sec **30-70mph** 4.5sec **Avg test economy** 31.0mpg

Rimac's plans were revealed on Croatia trip

Land Rover Defender finally showed itself

OCTOBER

The month began with a bit of a whimper on the road testing front: the new Audi A1 Sportback 35 TFSI didn't pull up any trees, coming across as pricey and lacking polish. Luckily, the new Volkswagen Golf – first official details were revealed in our 2 October issue – kept things percolating for the VW Group: despite the recent debut of the 'third-age' ID range, it's now clear VW will keep right on making Golfs that occupy the market's centre stage. Citroën's centenary, meanwhile, received 12 pages of attention from Richard Bremner, who drove to Paris in the new C5 Aircross, ventured on modern roads in a quartet of classics and was ushered into the styling studio to see what might come next.

We were back in Blighty for our 9 October issue, revealing early details of the lowest and most road-biased Range Rover yet (electric, of course) for 2021. It's so low-slung, we're reminded of something design boss Gerry McGovern said in a recent interview: "Don't assume we'll never do a saloon." The gloriously spartan Ariel Atom 4 scored a five-star road test verdict, and we also celebrated the launch of the seminal McLaren F1 supercar (whose creators adopted Autocar's road test figures of the time as their official stats) by heading to the Bruntingthorpe test track, scene of our original road test, and lining up an original F1 alongside a Senna and a P1.

ROAD TEST ROLL CALL
LIGHTEST
Ariel Atom 4
595kg

Dyson Automotive shocked us in the month's third edition by ditching its plans to build a luxury EV. The official reason was that the business case for the car had evaporated, but Jim Holder proposed a few more possibilities: slow progress of the vaunted solid-state battery, hot competition from existing car makers and difficulties with building a supply chain in Singapore. Bentley showed its expertise at luxury with a brand-new Flying Spur, AMG's next C63 was revealed as having a hybrid four-pot powertrain in place of a V8, we tested some premium hot hatches and discovered that Nissan's new Juke was less quirky but just as effective in its market sector.

495bhp
Is what you get for just £67k in the US, from the new mid-engined Chevy Corvette. RHD cars are coming (at a cost).

Good news at Lotus has been sporadic and speculative in recent years, but revelations about a new Elan are based on hard facts and being brought to life by excellent management and a backer with deep pockets. The new mid-engined Chevy Corvette looks like a capable, no-frills machine priced from just £67,000 in the US (but watch it bust the £100k barrier here). The week's road test car was Renault's latest Mégane RS, the Trophy-R: great, but not quite their best work.

OCTOBER'S ROAD TESTS

2 OCTOBER

Audi A1 Sportback 35 TFSI ★★★★☆

It's a decent luxury supermini that lacks the polish it needs to justify a high price.

Power 148bhp **Torque** 184lb ft **0-60mph** 7.9sec
30-70mph 8.4sec **Avg test economy** 38.0mpg

9 OCTOBER

Ariel Atom 4 ★★★★★

This track slayer is simply unrivalled for built-in quality and dynamic character.

Power 316bhp **Torque** 310lb ft **0-60mph** 3.2sec
30-70mph 2.4sec **Avg test economy** 27.4mpg

OUR PERFECT 2019 CAR
Steering rack
McLAREN 600LT SPIDER

McLaren still swears by hydraulic power assistance, and the result is steering as satisfying as running your palms across freshly laundered linen. Of course, there's also the perfectly intuitive gearing, the perfectly proportioned rim and the fact that the only other button on the entire wheel is for the horn.

We paid homage to 100 years of Citroën...

...with a drive of classic models in Paris

MOMENT OF THE MONTH

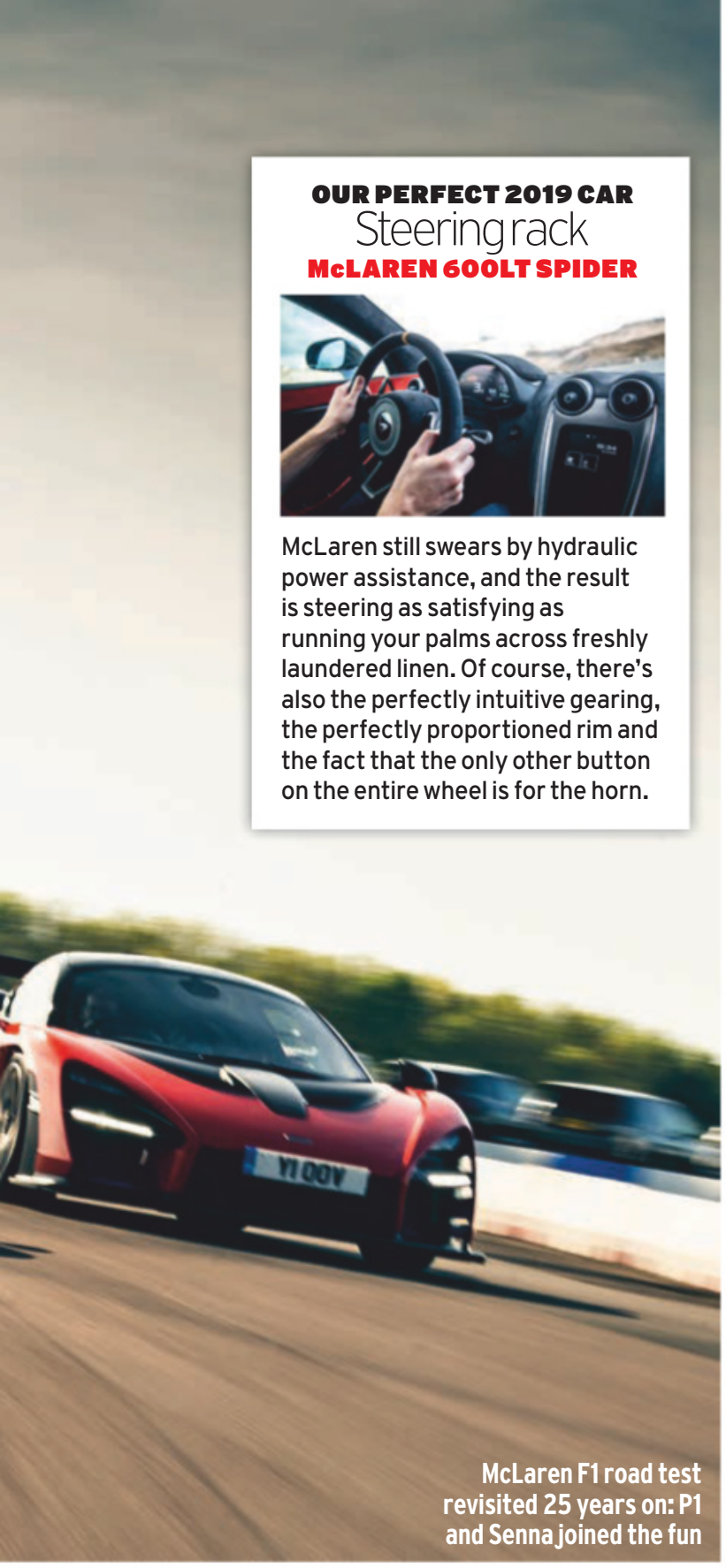
It was a sad day when James Dyson provided more proof of what traditional car makers say – that building cars at a profit is no picnic – by unexpectedly ditching plans to build a groundbreaking electric car. He cited a lack of commercial viability. Observers voiced concern that progress with solid-state batteries was slower than hoped, and that making cars in Singapore had become tougher than expected. The rest of us were left to wonder if we will ever find out what might have been.

STEVE CROPLEY

QUOTE OF THE MONTH

"A million units a year is not out of reach."

So said JLR chief Sir Ralf Speth, discussing the firm's recovery. "We have some great designs in the drawer"



McLaren F1 road test revisited 25 years on: P1 and Senna joined the fun

The month's last issue, 30 October, was full of show news from Tokyo. The event had initially looked a bit threadbare, but everything that was revealed seemed thoughtfully optimistic, and Toyota even undertook to have cars with solid-state batteries on hand for the 2020 Tokyo Olympics. Andrew Frankel took to the M1 in a mighty Shelby Cobra Coupé (an original car once did 185mph in the hands of Le Mans racer Jack Sears) to celebrate the motorway's 60th anniversary, and our road test clocked the BMW 1 Series' all-important – and mostly successful – change from rear- to front-wheel drive.

STEVE CROPLEY

Potent posh hatches squared up for a set-to in Wales

16 OCTOBER

Dallara Stradale ★★★★☆

Esoteric offering with eye-watering price has tons of pedigree and momentous performance.

Power 395bhp **Torque** 369lb ft **0-60mph** 3.7sec **30-70mph** 2.4sec **Avg test economy** 25.5mpg

23 OCTOBER

Renault Mégane RS Trophy-R ★★★★☆

France's latest hot hatch has poke, grip and feel to burn, but essential-option prices are eye-watering.

Power 296bhp **Torque** 295lb ft **0-60mph** 5.6sec **30-70mph** 7.4sec **Avg test economy** 26.0mpg

30 OCTOBER

BMW 118i M Sport ★★★★☆

Baby BMW swaps rear- for front-wheel drive and loses very little of its appeal in the process.

Power 138bhp **Torque** 162lb ft **0-60mph** 8.2sec **30-70mph** 11.5sec **Avg test economy** 37.0mpg

NOVEMBER

For November, we start with the final road test of the month. Back in the real world, and concerning the kind of cars most of us might actually buy from new, there was big news. It came in the form of the fifth-generation Renault Clio, which dispatched the Ford Fiesta and very nearly became our new pick of the supermini class after years as a bit-part player. The French car matches personality with good ergonomics, and high perceived quality with a deft blend of ride and handling. It's good to have you back, Renault.

However, the remainder of the month's road tests proved unspectacular, if somewhat representative of the automotive times in which we live. There was Kia's surprisingly handsome but otherwise ordinary Xceed crossover, and an all-new Mazda 3 whose inventive petrol engine delivers good numbers on the spec sheet but little in the way of involvement. And then there was the BMW X4 M whose catastrophically misjudged road manners are a lesson in just how badly wrong things can go when you attempt to make an SUV handle exactly like a super-saloon.

Good job, then, that during November there was also the not-so-small matter of our big annual showdown, formally billed as Britain's Best Driver's Car but generally known as Handling Day. If you've not yet read the story, you're advised to head to autocar.co.uk, where you can now find all 4100 words online. If you have read it, you'll know this was one of the most eclectic fields in the 30-year history of the competition, and the creamiest of all the cream that rose to the top was the latest Ariel Atom. On the day, among rival talent that included the McLaren 600LT Spider, Dallara Stradale, Porsche Cayman GT4 and Mazda MX-5, nothing else inspired such confidence while challenging, exhilarating and rewarding its driver. We've never had a winner like it, and may not see another for some time.

All of a sudden, the month was in danger of becoming an outright celebration of performance and speed. We visited Pfaffenhausen, in Bavaria, to sample a new generation of 964-styled RUF 911: a car with a carbonfibre monocoque, double-wishbone suspension and an 8500rpm naturally aspirated flat six. It wasn't so much a car to get under your skin as one to occupy your soul, and it wasn't alone in its celebration of the past. Matt Saunders had the enviable task of adjudicating a restomod triple test comprising the Alfaholics GTA-R, a Tuthill 911 2.4E and JIA's storming take on the Jensen Interceptor. Elsewhere, we drove a Formula E car and experienced Bentley's majestic big-capacity V8, Andrew Frankel comparing both the very first model ever to offer it a home – the 1959 S2 – and the latest, and possibly final, model to benefit from its prodigious torque and wonderful manners, the current Mulsanne.

In the end, far from being a month for the realists, November was one for fantasists, and all the better for it.

RICHARD LANE

ROAD TEST ROLL CALL
BEST 70-0MPH DISTANCE
Ferrari 488 Pista
37.7m

OUR PERFECT 2019 CAR
Construction
ALPINE A110 S

It's arguable whether increasing the suspension rates, using stickier rubber and upping the power have made the A110 a better driver's car, but the A110 S keeps its greatest asset: an aluminium construction with double-wishbone suspension, all within a modest footprint. It doesn't get much better.

25%
The average throttle opening of the McLaren 720S we drove cross-country, and somewhat less than the 93% of the Mazda MX-5 tasked with keeping up.

Handling Day: a smorgasbord of driver reward

NOVEMBER'S ROAD TESTS

6 NOVEMBER

Mazda 3 ★★★★☆
Sweet to drive, great to behold – but the new engine's no knockout.
Power 177bhp **Torque** 165lb ft **0-60mph** 9.1sec
30-70mph 14.2sec **Avg test economy** 40.0mpg

13 NOVEMBER

BMW X4 M ★★★☆☆
Fast and precise, if short on the big-time charisma you'd expect.
Power 503bhp **Torque** 443lb ft **0-60mph** 4.0sec
30-70mph 6.7sec **Avg test economy** 23.3mpg

QUOTE OF THE MONTH

"The long-throw five-speed 'box is more accurate than anything with a lever that long has any right to be."

Matt Prior opines on the Alfaholics GTA-R restomod, which captured our hearts in a test against a similarly modified classic 911 and a Jensen Interceptor

Alfa GTA, Porsche 911 and Jensen Interceptor: heavily modified classics live again

We drove a Mahindra Formula E race car

MOMENT OF THE MONTH

It was the end of our first day of testing with three 'restomodded' classic sports cars when we hit trouble. It was dark, cold and already pretty late; we had a couple of hours to drive before dinner and bed; and after a few electrical problems with the Alfa, we found our Jensen didn't have any dipped beams. Cue fruitless poking around with the footwell dimmer switch and inside the fuse box. God bless old cars, high beams and gaffer tape – and sincere apologies to much of south Wales.

MATT SAUNDERS

Bentley's first V8 met its modern-day heir

RUF-ing it: carbonfibre monocoque and 520bhp

20 NOVEMBER

Kia Xceed ★★★½☆

Looks good and drives well but lacks some practicality and polish.

Power 138bhp **Torque** 179lb ft **0-60mph** 9.3sec **30-70mph** 8.7sec **Avg test economy** 35.1mpg

27 NOVEMBER

Renault Clio ★★★★☆

Puts the Clio back into a conversation for supermini class leadership.

Power 99bhp **Torque** 118lb ft **0-60mph** 11.6sec **30-70mph** 19.1sec **Avg test economy** 46.0mpg

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**£195 includes OLEV grant but does NOT include installation or myenergi hub*

DECEMBER

5mpg
Not surprisingly, the JCB Fastrac Two tractor was our least fuel efficient road test subject of 2019. The second thirstiest was the Lamborghini Aventador SVJ, at 12mpg.

Have you seen this hamper? Please call Crimestoppers now

Remember watching some northern bloke on the telly a few weeks ago setting a new world record for the world's fastest tractor? Well, the inimitable Guy Martin was actually giving you a preview of the subject of this year's Autocar Christmas road test: the JCB Fastrac Two, a one-off special that averaged just over 135mph at Elvington airfield in November – and which peaked at more than 150mph on its fastest run.

The Christmas road test is Autocar's festive highlight for many, and this year we got to grips with a five-tonne machine powered by a 7.2-litre, six-cylinder diesel engine of more than 1000bhp, borrowed from JCB's Dieselmax land speed record car. Its tyres are 1.3 metres tall and weigh 80kg each – although, with a fuel tank of just 20 litres, this particular tractor wouldn't be much good for a long day's ploughing.

Elsewhere in our special festive double issue, we brought you a mix of the usual and unusual. Among the memorable features was James Attwood's feature on camouflage wraps – and how it is that something you'd traditionally apply as a disguise can actually be designed to attract attention to a 'top secret' vehicle prototype in 2019.

John Evans was your guide to how to buy a tank, should you be so minded, and Colin Goodwin took us on a tour of must-visit destinations for petrolheads. Meanwhile, Andrew Frankel provided another chapter of his excellent Festive Miscellany, where you'll have learned which are the only countries to have held F1 grands prix in every season since 1950, where the world's longest motor race was held and what the gearknob of a Porsche 917 is made out of.

Another highlight of our Christmas issue was Richard Webber's road trip, in which he went on an epic mission to assemble the perfect festive hamper. As vividly recounted, it contained very carefully chosen ale, whisky, cheese, shortbread, toffee and marshmallow teacakes from Scotland, plus gingerbread, Kendal mint cake and red wine from England. The aforementioned bounty, only slightly diminished after five days in a BMW 520d and Richard's legendary fondness for snacks, was then delivered to Autocar HQ, the tale claims. Oddly, nobody – not even the postroom staff – has seen it.

MATT SAUNDERS

Tanks for the memories: Chieftain was a hoot

QUOTE OF THE MONTH

"A sniff of the chilly maturing room's regulated atmosphere gives a preview of The Strathearn's 'robustness'. Then we try a sample, prompting snapper Edleston's face to fold, while my tongue takes a conniption. It's addictively flavoursome and we buy some immediately."

Richard Webber on one of Scotland's finest cheeses

ROAD TEST ROLL CALL
WORST 70-0MPH
Ford Ranger Raptor
57.7m

DECEMBER'S ROAD TESTS

4 DECEMBER

MG ZS EV ★★★☆☆

Practical, affordable MG fails to truly move the EV game on.

Power 141bhp **Torque** 260lb ft **0-60mph** 8.9sec **30-70mph** 8.0sec **Avg test economy** 2.7mpkWh

11-18 DECEMBER

JCB Fastrac Two WFT ★★★★★

The best way to do 150mph in five tonnes of British engineering.

Power 1016bhp **Torque** 1770lb ft **0-60mph** 9.9sec **30-70mph** 7.4sec **Avg test economy** 5mpg

YOUR VIEWS

WRITE TO
autocar@haymarket.com

Journey of Discovery

I am currently having an unplanned sojourn in a petrol Land Rover Discovery Sport HSE following the sad demise of the turbo on my Jaguar XF D180. The contrast is illuminating. In almost every aspect, the Disco Sport is a very impressive vehicle: handsome, comfortable, very well equipped and, with its 240bhp petrol engine, reasonably quick.

The fuel consumption, though, is startling. On my 100-mile round-trip commute on mainly single-carriageway A- and B-roads, my XF averages 47mpg. The Discovery Sport on the same roads driven the same way has averaged 25mpg. I also miss the effortless torque of the turbo diesel, the petrol needing much more throttle when accelerating.

It makes me sad that our current crop of (to put it very mildly) idiots who make the rules are demonising diesel and actually increasing CO_2 emissions by forcing drivers to petrol. Stop the world: I want to get off.

Nick Smith
Codnor, Derbyshire

Not too smart

I do a lot of motorway driving and I'm aware of an emerging new 'smart motorway' menace: the 'I'm staying in lane three, regardless' driver.

Where there are four lanes, this driver will move out to lane three, and stay there – irrespective of traffic conditions in lane two or even (gasp) the inside lane.

If slower-moving traffic moves out into lane three, that driver too will slow down, even if the outside overtaking lane is clear and speeds allow for safe overtaking. Once other traffic has moved back, 'motorway menace' driver will suddenly speed up, regardless of whether they are being overtaken at the time.

It's possibly the curse of yet more automated controls. The adaptive cruise control might be varying the speed, while the lane departure warnings frighten the driver to remain in his or her chosen lane.

Peter Inwood
Stoke-on-Trent

Suzuki's Wagon R made it to the U-kei

LETTER OF THE WEEK

Unbelievable fuel economy

I really like the look of the new Skoda Superb iV (First drives, 4 December) but I'm very disappointed that manufacturers are continuing to quote (or being forced to quote) useless economy figures for their plug-in hybrids. No one is going to see 156.9mpg on any journey of more than a few miles. What's most disappointing is that this doesn't even appear to be a tricky issue to resolve.

There are two significant economy numbers for a plug-in hybrid: how far it goes on electric power alone and how quickly it consumes petrol (or diesel) when the battery is depleted. Presumably, manufacturers are concerned that people would be much less likely to buy a plug-in hybrid if they quoted an economy figure of around 40mpg, despite the 20- to 30-mile electric range, even though this will probably be much more representative of real-world experiences, which is what I thought was the point of switching to the WLTP economy figures in the first place.

Neil Sissons
Fleet, Hampshire

WIN
Letter of the week wins this ValetPRO exterior protection and maintenance kit worth £48

ValetPRO
PROFESSIONAL VALETING SUPPLIES

To hell in a kei car

Patrick Hogan says he's unaware of any kei cars that have made their home in the UK apart from the Vauxhall Agila (Your Views, 4 December). Its twin, the Suzuki Wagon R, was also sold in the UK – as were the Daihatsu Copen, Suzuki Cappuccino and Daihatsu Move.

Sadly, their meagre 3.4m by 1.4m footprint was insufficient to straddle the average UK pothole and many were lost without trace that way, falling to the bottom, out of sight, where they rusted for years before finally being interred in Tarmac when the pothole was repaired, sometimes barely a decade later.

Helena Handcart
Via email

Picture this

James Ruppert's column is one of my favourite parts of the mag but his article 'Advertising Standards' (4 December) was simply wrong.

Ruppert extolled the virtues of sellers taking pictures of their cars for sale in interesting locations such as the countryside or beaches instead of on the drive. This is not what potential buyers want to see. They are not buying the dream. That is done by new car buyers. What they want to see is what sort of home the car has come from. A well-kept and tidy drive probably indicates a well-kept and tidy car.

A car in a forest raises the question: what are they trying to hide?

David Bartholomew
Henley-on-Thames, Oxfordshire

Audi fan Dermott dislikes RS6's styling

Audi has lost it

C'mon, folks: somebody in the motoring press has to tell Audi that its RS6 looks ridiculous. 'Less is more' was the Audi way but the marque seems to have lost the run of itself recently. Previous A4 and A6 Avants were such classy-looking cars and the RS6, with its subtle touches, just added a little menace to the style.

The latest RS6's interior is beautiful, as usual, but somebody has to tell the king he's wearing no clothes! It has a huge mouth of a front grille and vents, and the rear view, in particular, is a proper mess: too wide, all bling, sitting high and all this diffuser nonsense to excite today's little boys.

Don't start me on the RS Q8 that, Audi says, "takes its lead from the lines of the original Quattro". I've still got my 1980 Quattro, my RS2 and original Sport Quattro in the garage. To see the lineage progress to this visual mess is a shame.

By the way, my Alfa Romeo Quadrifoglio, now past 21,000 miles, continues to be trouble free, delights me and is truly a thing of beauty.

Dermott Simpson
Ballymena, County Antrim

Questions on range drop

I had my first ride in an electric car this week and was extremely

impressed. I read articles in your magazine about such vehicles with statements about how far they will go on a full charge.

The question I have is that surely the range is a function of how the car is driven and in what conditions. If driven hard on a freezing night, the range must be substantially less. Is the relationship broadly constant across all electric cars or are some more susceptible to a significant loss of range?

Perhaps future Autocar road tests should investigate how the range varies depending on conditions and how the car is driven. I wouldn't want to own a car that claimed 250 miles when on a cold and frosty evening the range was actually 150 miles. Knowing how substantial the drop-off might be is surely more important than the theoretical range. This is a bit like mpg claims by manufacturers.

Ray Grainger
Farnham, Surrey

Bring back Callum

Congratulations, Jaguar: you have turned one of the best-looking cars in a decade into something truly awful. Please get Ian Callum back as design director! My new dream car will be a Toyota Supra, not a Jaguar F-Type any more.

Andreas Meenken
Hamburg, Germany

Thrown a six

Yet again, I find myself scratching my head at Jaguar Land Rover's product strategy. What a wonderful opportunity to showcase the new inline six-cylinder Ingenium engine in the facelifted F-Type. Jaguar could make the connection to the XK engine and generally stir up memories of the marque's glory days (Le Mans, E-Type and so on). Instead, it won't offer a six-cylinder engine in the F-Type at all! Does it really want people to be enthused by its cars?

I suppose it's also too much to expect that it might use this opportunity to indulge in promoting its mainstream models with a proper competition programme, is it?

David Dunbar
Via email

Has the F-Type's 2020 facelift been a missed opportunity for Jag?

GREAT REASONS TO BUY

NEXT WEEK'S ISSUE

ON SALE 2 JANUARY

New Cars 2020 – every single car for the next 12 months

This is the only way to start your year: our guide to all the cars being launched in what will be another bumper year for new metal

Toyota Yaris GR-4

The homologation special is back – with this WRC car for the road

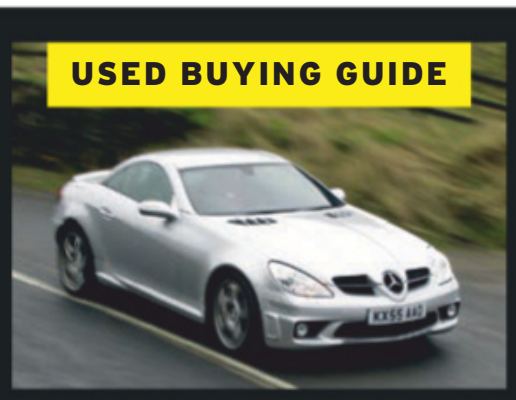
New car sales: end of year report

Winners and losers of a difficult year for those selling new cars

EVERY WEEK

Volkswagen Grand California

Planning a summer holiday already? We road test VW's hotel on wheels



Mercedes-Benz SLK 55 AMG

Brilliant atmo V8 met previously underwhelming roadster. Result? This

Jaguar F-Pace 300 Sport

Full-fat SVR a bit much for you? There's another potent petrol model

SUBSCRIBE autocar.co.uk/subscribe or see p22

CONTENTS SUBJECT TO CHANGE

OUR CARS

FEATURED THIS WEEK

BMW i3

CITROEN BERLINGO

JAGUAR I-PACE

MERCEDES-BENZ E300DE

PEUGEOT 508 SW

VOLKSWAGEN TOUAREG

BMW i3s

Time to say goodbye to BMW's nippy hatchback. Was a decent spell of EV ownership an electrifying experience?

Morgan revelled in the instant responses but not the firm ride

FINAL REPORT **MILEAGE** 5885

WHY WE RAN IT
To see whether this trailblazing small EV has evolved enough to still be considered the best in its class

Long before it was time to hand the keys back to BMW, the i3s had sparked more interest from Autocar readers than anything else I've had the opportunity to report on. I'm grateful for all the messages, tips and positive words from owners, who clearly all love theirs and are fully converted to the EV way of life – but as much as a stretch behind the wheel opened my eyes, I'd still hesitate before making the switch.

Little of that can be blamed on the car, which proved capable and entertaining. I'd argue the i3s is the first electric hot hatch, with rapid off-the-line pace and instant response that made it feel surprisingly at home on twisty B-roads. It has the rear-driven character you'd expect of a BMW but not quite the ability to fully exploit it, on account of the restrictive traction control system and tall bodystyle. A lower, more focused car with the same underpinnings would be a very fun thing indeed. Is there room in the Toyota-BMW partnership plan for a reborn MR2?

It's a practical car, too. Tall yet small, with a good view of the road ahead and the turning circle to fit into just about any parking space. The boot isn't the biggest but more than sufficient for a weekly supermarket shop or a pair of weekend bags, and the folding rear bench meant I even managed to fit a small dining table (plus chairs) inside although the person I collected them from said it was much easier fitting them in the back of a three-door Mini. Blame a floor full of batteries.

As for the i3's backwards-opening rear doors, they give great access should you need to fit a child seat, but I imagine they'd have quickly become frustrating if I'd used them more. You can't let rear passengers out without jumping out yourself, and getting in did prove a struggle with other cars parked either side of you.

My biggest issue with the i3s was its ride, which could be comically harsh at times. A back-to-back drive in a regular i3 on smaller wheels proved to me that 20in alloys and run-flat tyres don't make much sense on a car that's likely to spend most of its time in town, however good they look, filling those widened wheel arches. Still, I was happy to put up with it in return for grin-inducing performance.

That alone wouldn't be enough to make me pause before making the i3 my only means of transport, but I feel it could have done a better job at helping me overcome my range anxiety. 'How many miles you have

DAB signal was prone to dropping out: blame i3's use of carbonfibre

Rear-hinged back door isn't without its compromises

Leaving a trailing cable was often less than purr-fect

> "I'd argue that it's the first electric hot hatch. It felt surprisingly at home on twisty B-roads"

SECOND OPINION

I really like the i3s, but not quite all of it. I love the looks, proportions, performance and interior choices. Its compactness is great and the agility is close to full-on hot hatch. I also admire BMW's ambition in committing itself so early and wholeheartedly to a new-era design. Sadly, however, other cars have caught up in five years. They're now more practical, more ordinary and go a lot further. They ride better, too. So although my heart says our household needs one of these, my head tells me to shop elsewhere. **SC**

left' didn't ever seem to be how many miles I had left, with the car reporting wildly varied amounts after completing a charge, even if my driving style had barely changed between top-ups. I'm also aware that my time with the car was spent in part over the summer. My next long-term test car will also be an EV, but this time I'll be running it through the depths of winter, so I'll be keeping a close eye on temperatures and how they affect battery drain.

I didn't feel I was missing out by not having a charging point at home, as I had one at the other end of my commute, but the need to rely on the UK's still-maturing charging network meant this wasn't a car I'd ever have taken on a long drive just for the sake of it. My experience with public charging points was more negative than not, with charging bays sometimes taken by internal combustion engined car, broken fast chargers and a confusing number of accounts to register for all conspiring to spoil my transition from fossil fuel.

The speed at which regular motorway driving could sap the battery didn't inspire confidence, either. I would tackle 100-mile trips in Eco mode, even though the car is more than capable of doing that kind of distance without needing to recharge, because the thought of running out of power and being stranded was worse than engaging cruise control and slipstreaming an HGV at 56mph.

I think undertaking some true long-distance drives would have helped get me over this apprehension and I was in the planning stages of one towards the end of my i3 tenure, but poor timing meant it didn't pan out unfortunately.

EV ownership was a journey I was taking alongside more people than ever, with hybrid and pure-electric car sales accounting for one in 10 registrations in October. Whether the i3 will account for many of those in the future is tough to predict. It's currently one of the quickest compact EVs on sale, but if size isn't everything, the £43,000 asking price of our test car, including options, puts it more than £5000 more expensive than a base Tesla Model 3 – which also promises more range and access to Tesla's Supercharger network.

It's more fun to drive than any of its direct rivals today, but as the number of affordable electric hatchbacks increases, I'm not sure the BMW's quirky doors and expensive carbonfibre construction will tempt customers away from more conventional alternatives.

TOM MORGAN

OWN ONE? SHARE YOUR EXPERIENCE
tom.morgan@haymarket.com

TEST DATA

BMW i3s 120AH

MILEAGE	
At start	980
At end	5885
PRICES	
List price then	£37,670
List price now	£37,840
Price as tested	£43,805
Dealer value now	£29,500
Private value now	£28,000
Trade value now	£22,750

OPTIONS

Melbourne Red paint £550, i3s Plus package £1100, Suite interior £2000, keyless entry £330, reversing camera £360, blue seatbelts £125, eDrive exterior sound £80, front and rear parking sensors £170, Driving Assistant Plus £790, Apple CarPlay preparation £235, enhanced Bluetooth with wireless charging £395

FUEL CONSUMPTION AND RANGE	
Official range	177 miles (WLTP)
Test average	158 miles
Test best	197 miles
Test worst	121 miles
Battery capacity	42.2kWh
TECH HIGHLIGHTS	
0-62mph	6.9sec
Top speed	99mph
Max power	181bhp
Max torque	199lb ft
Transmission	Single-speed
Boot	260 litres
Wheels	20in, alloy
Tyres	195/55 R20
Kerb weight	1265kg
SERVICE AND RUNNING COSTS	
Contract hire	£405 per month
CO_2	0g/km
Service costs	None
Other costs	None
Electricity costs	£258
Running costs inc elec	£258
Cost per mile	4.4 pence
Depreciation	£7985
Cost per mile inc dep'n	71 pence
Faults	None

PREVIOUS REPORTS

15 May, 22 May, 5 Jun, 19 Jun, 10 Jul, 31 Jul, 21 Aug, 4 Sep, 18 Sep, 9 Oct

LOVE IT

INSTANT TORQUE

Brilliantly nippy at traffic lights and junctions in a way that combustion-engined cars simply can't match.

AIRY CABIN

Feels more like a living room, with environmentally friendly materials echoing its green credentials.

COMPACT DIMENSIONS

Short overhangs make parking in even the tightest of multi-storey car parks a breeze.

LOATHE IT

RIDE QUALITY

It's simply too stiff for a car that spends most of its time being driven over battered city roads.

SUICIDE DOORS

Backwards-opening rear doors are flashy but less than practical for anything other than occasional use.

DEPRECIATION IS CALCULATED FROM TAKING THE TRADE VALUE FROM THE ORIGINAL LIST PRICE MINUS OPTIONS

JAGUAR I-PACE

We'd say our I-Pace is as good as when it left the factory but that's not true. It's better

MILEAGE 8205

WHY WE'RE RUNNING IT
To see whether our initial all-favourable impression of this pioneering electric crossover survives the scrutiny of up to 10 drivers, covering 10,000 rapid miles

Fascinating to watch how our Jaguar I-Pace, which has been with us for 8200 miles and five months, has been improving gently as a motoring proposition. How? Well, for one thing, since it arrived, we've had chances to test the electric Jag against all recent comers – and found it still beats them all. Only Porsche's Taycan looks a serious threat and that's both pricier and not yet on sale.

To reinforce the I-Pace's position, Jaguar has just launched a suite of software updates that produce tangible improvements everywhere, as Mark Tisshaw reported in the 13 November issue. We've found out more since: saving energy in Eco mode; closing the active radiator vanes more often to reduce aero drag; allowing a bigger percentage of low-end battery capacity to be used for propulsion; boosting the energy harvested from regenerative braking; and increasing the accuracy of the range calculator.

It'll always be a snug fit in parking bays but Jag has improved the range

To get these improvements, existing owners must do what we did – go back to the dealer – but the good news is that the changes will help cars accept future improvements 'over the air'. Mind you, as I hear it, electric car manufacturers will remain reluctant to make SOTA (send over the air) changes that affect dynamic performance, in case of electronic crashes during installation. But it all makes sense and I regard the fact that Jaguar can – and is willing – to keep improving our car as a gigantic plus.

Since our I-Pace received these updates, we've had time to gauge what they mean in practical terms. Two effects stand out. First, the car seems to have a simple improvement of 25-30 miles in range offered. As winter bites, the figure is around 230 miles after a full recharge (although we're learning to hold back on full charges unless really needed to preserve the battery). Second, the predicted range numbers now seem gently optimistic. If you start at 230 and you drive normally, by the time your odometer reads 150 miles, you'll find that you're offered 90-100 miles more. That's a bonus 10-20 miles.

Mind you, we've never come close to Jaguar's promised 'up to' range of 292 miles and won't do for a few months, given the weather. Still, 250 now seems realistic, and given the car's size and performance, that strikes us as very decent. All that guff electric car makers used to give us (as an excuse for saving cost and weight on big batteries) about average usage being 25 miles a day seems to have made no difference to electric car buyers' preferences. Range sells. The enhanced range of our car has been especially appreciated by me because of the difference it makes to my typical journeys. My most regular trips are from Twickenham to the Cotswolds (90-100 miles) and Twickenham to Coventry (110 miles). I can now do whole return journeys.

Apart from the natural suitability of an electric powertrain to Jaguar's traditional dynamic values, one big lesson from the I-Pace has been a realisation (among all Autocar users) that you still need to prepare well for electric car journeys. You should know the location of charging points and how to operate differing types. I now know, for instance, that if I need extra charge on my return trip from Coventry, I can dive off the M40 to an inviting bank of rapid chargers in a massive new car park between Jaguar Land Rover's Gaydon HQ and the adjacent British Motor Museum...

We've all realised that the best way to 'get' the I-Pace is to keep using it until the new operating procedure becomes second nature. You soon learn charging point etiquette and it's my feeling that electric users are doing the same. They certainly seem to be better at moving promptly away from public chargers once finished, to make room for you. One rule stands out, for the I-Pace and anything else electric: never leave home base without a full charge and a plan. The lack of these essentials nearly always leads to needless delay. We've been there.

STEVE CROPLEY

LOVE IT

SUPERB POWERTRAIN
The smoothness and silence are great but the real big advantage is the amazing torque.

LOATHE IT

INHERENT BULK
'Loathe' is too strong but we'd definitely appreciate a smaller, more agile I-Pace.

TEST DATA

JAGUAR I-PACE 400 HSE
Price new £71,495 **Price now** £79,740
Average range 250 miles (see text) **Faults** Switch-off glitch, fixed under warranty by reboot **Expenses** None **Last seen** 20.11.19

OWN ONE? SHARE YOUR EXPERIENCE
steve.cropley@haymarket.com

MERCEDES-BENZ E300de

Long-distance classic at Spa calls for a long-distance specialist

MILEAGE 7889

WHY WE'RE RUNNING IT
Because a plug-in hybrid diesel seems like the best of both worlds. But can reality live up to the theory?

Last time I wrote about the 300de in this space, I promised the next report would be about anything other than the hybrid system. Which is going to be really difficult because, for reasons both good and bad, it affects everything from handling and ride through to performance and economy. And purchase price, running costs and practicality. But a promise is a promise, and so long as you don't conclude that me explaining why I am not going to write about the hybrid system is in fact just a slightly cute way of writing about the hybrid system, it's a promise I'm going to keep. I hope.

So here goes. The miles are piling onto the 300de, largely because it seems perfectly suited to both types of journey that characterise my life on the road. There's the 20-mile school run round trip for one daughter, for which it's perfectly suited because it can do it all very cheaply and in complete silence for reasons I'm not allowed to talk about. And then there's the 500-mile return trip to Durham, where the other daughter is at university. Or the 1000-mile round trip to Spa-Francorchamps, where, as regulars may recall, a few family members (actual and honorary) and I try to coax an old Ford Falcon into surviving the Spa Six Hours, far and away the best and best-known long-distance classic race of them all. We also always go to the little Friterie (above) in the middle of the Masta kink on the old circuit, possibly the most terrifying corner in all motorsport.

Spa had a big range of German machinery

We almost always fail to finish the race and usually do so in spectacular style. I crashed it one year, had a wheel fall off in another, grenaded an engine in a third and so on and on. A couple of years ago, Chris Harris brought it in with the back of the car impressively ablaze. But this was perhaps our most disappointing year: with just 20 minutes of the six hours remaining, and the old bus going better and running higher up the field than ever before, a wire came off the back of the alternator, forcing the car to coast to a gentle halt somewhere out on the circuit. We always say that if you're going to retire from a race, at least do it with a little chutzpah by exploding or something, but if ever there was going out with a whimper rather than a roar, this was it.

So it was with a sense of overwhelming anticlimax and perhaps with the smallest of hangovers that the next day I loaded up the Benz and headed for home.

And on such journeys, it is outstanding. The air-sprung ride is terrific, the refinement beyond serious criticism and the seats among the best in the business. But it's not perfect. Why, for instance, do you have to turn off the navigation prompts after every stop, however short? Why can't it just accept I hate being talked at by a computer? And why do the seat heaters turn themselves down after a while? Also, I think I'd spend some money getting a better sound system, the existing stereo being the absolute definition of 'adequate'.

Other than that, all is well. I'd like to tell you how cold weather affects the electric range, but that would be talking about the hybrid system, so it will have to wait until next time.
ANDREW FRANKEL

LOVE IT

LONG-HAUL COMFORT
The effortless ease with which it'll transport you great distances and the splendid seats which ensure you remain pain-free throughout.

LOATHE IT

IT KEEPS PIPING UP
Having to silence the voice guidance after every stop, even if it's just to refuel. Rivals can be set to permanently off. Why not this one?

TEST DATA

MERCEDES-BENZ E300DE ESTATE
Price £49,700 **Price as tested** £58,115
Faults None **Expenses** None
Economy 57.7mpg **Last seen** 27.11.19

OWN ONE? SHARE YOUR EXPERIENCE
autocar@haymarket.com

OUR CARS

Peugeot 508 SW

MILEAGE 3437 **LAST SEEN** 4.12.19

I struggle with some automated functions in cars. Take headlights: if I want full beam, I'll pull back the stalk myself. Really, it's no trouble. On the Peugeot, auto mode dips the lights a millisecond too long after sensing the glare of a vehicle coming the other way and never when lights are reflected before you see the vehicle coming. I beat it to the punch every time. Something else to turn off, then. **DS**

Citroën Berlingo

MILEAGE 15,693 **LAST SEEN** 13.11.19

It's hardly the season for window-down driving, and however much being at the wheel of a van-based MPV might make you want to work on that trucker's tan, I've resisted the urge to lean my arm out. In fact, the Berlingo discourages such behaviour, with a swooping design. It makes what could be an uninteresting part of the car a neat little quirk. **LL**

Volkswagen Touareg

MILEAGE 6722 **LAST SEEN** 4.12.19

The Touareg has been doing a great job of paddling through salt and slush, doing up to 1000 miles a week aided by superb LED matrix headlights with the bonus of washers that work. What doesn't work very well, though, is the reversing camera lens. Clean it and you can be sure it'll be covered in crud again when you reach the end of your journey. **SC**

USED CARS

What to buy, where to buy it and how much to pay

WHAT WE ALMOST BOUGHT THIS WEEK

VAUXHALL INSIGNIA 2.8i TURBO VXR 4WD ESTATE £7500

The outrageous spec is the draw here: a turbo V6 making 321bhp and 321lb ft, four-wheel drive, a limited-slip diff, adjustable damping, torque steer-reducing HiPerStrut suspension, a Remus exhaust and 20in alloys. The privately sold, 2010 estate has done 71,000 miles. 'Endearing lunacy', said Autocar's four-star test at the time.

James Ruppert

THE HIGH PRIEST OF BANGERNOMICS

A well-preserved Saab 9-3 Estate is tempting at £4000

ESTATE OF THE NATION

Replacing a small van with an estate throws up a lot of choices

Rather than theorise over what we can or cannot afford, indulge in automotive dreams and generally speculate on the impossible, I prefer to stick to reality. So when a mate got fed up being a plumber and had to get rid of his battered but honest and reliable Ford Connect, what would come next?

His Connect is a classic pint-sized white van with 200,000 miles and a marginal value. It has a decent recent history so maybe it would make £650 if buffed up. Part-ex it might give him £400, so that's not much to play with. All he wants is something that will allow him to do a bit of pipe bending and soldering on occasion, but mostly it should be able to cope with the odd continental holiday.

Well, I didn't expect to see this, but I found a 2007 one-owner Saab 9-3 D Vector Sport Estate. On sale at a dealer, it had 90,000 miles on the clock and came with an automatic gearbox. That 'box was the deal breaker, but what a stylish old bus to have –and it still looks surprisingly contemporary. Could have had it for £4000. Yes, that's expensive, but the car was absolutely mint.

The Mazda 6 is a jolly good package, and a 2011 2.2D Sport estate came with a full service history documenting all of the 80,000 miles. Has nine stamps, a bunch of invoices and an MOT, which is a year long. Another stunner when it came to condition, too. Again, this was £4000 to buy. I would have stopped there, but there are just so many other contenders to consider.

Going down the Volvo V70 route is always a safe journey. They are brilliant machines and a 2009 2.0D SE R-Design seemed good value at, yet again, £4k. One owner, 124,000 miles and all the history you would ever need. Here's further proof that there are superb used cars out there.

More Japanese reliability in the shape of a 2010 Toyota Avensis 2.2 D-4D TR estate at a dealer was another £4k contender. It had 100,000 miles on the clock and was a private-owner example who had paid out for a main dealer history. That was good, but also the dealer selling it plonked a two-year parts and labour warranty along with it for complete peace of mind.

> "V70s are brilliant. A 2009 2.0D seemed good value at £4k"

And the final choice? Well, it was none of the above. The winning diesel estate car was a 2008 Ford Mondeo 2.0 TDCi Titanium. He part-exchanged the Connect with a local car dealer and ended up handing over just £1300. It has a whopping 180,000 miles, but everything important that could break had been replaced. Just one ding on the nearside rear door. He's getting 50mpg all day long and could not be happier with his real-world purchase.

A 180,000-mile Ford Mondeo: £1300 and 50mpg

TALES FROM RUPPERT'S GARAGE

MILEAGE 105,454

PORSCHE CAYENNE

The old Flying Pig has been racking up problems that aren't really its fault at the moment. In a moment of madness my daughter, after cleaning her Golf, decided to hose down her mother's Porsche. She told us that the rear offside tyre was as flat as a pancake. It took a tank of compressed air and would stay up for half a day, so the puncture is slow enough to get to somewhere with the facilities to change it (there is no spare and I don't use the gunge stuff unless things are desperate). Then we switch the lights on and bang, the nearside dipped beam bulb has gone.

WRITER'S READ

The Innocenti, by Frank Kirtley

I promised to let you know what Frank Kirtley's book, The Innocenti, was like. The protagonists – what a wonderfully old-fashioned term that is – are Diana and her boyfriend Jensen. The story is set in the 1980s and it's a pretty straightforward Cold War spy plot which has them driving around Spain and France in a boxy Mini – itself a massive plus point. There are some twists, but it's delightful to get into the back of the Inni with them and go along for the ride. Frank knows about cars and it shows. Would make a great film.

READERS' QUESTIONS

QUESTION My car is coming to the end of its PCP agreement. The dealer isn't offering much for it so I'll sell it privately or to the trade. What do I need to know before doing this?

Laura Jones, via email

ANSWER Selling it privately will mean you having to settle the finance first, so we'll assume you have the funds to do that. Just pray that once you have paid up, your buyer proceeds with the deal. The good thing about selling to the trade is that they'll settle the finance and pay you any extra money you've negotiated. Have the trader email you a copy of a dated bank statement showing payment of the settlement amount to the PCP company. Then call the company to check the money has been received. Ask them to email confirmation including the correct agreement number and car details. **JE**

QUESTION Is Christmas a good time to buy a used car or are dealers too stuffed to care?

George Patterson, Bridgewater

ANSWER Depending on the dealer and their past experience, some may run down their stocks in anticipation of a quiet holiday while others may build them up ready for the bored tyre-kickers idling away time before returning to work. The former may be so surprised to see you that you'll catch them off guard while the latter will have a plan geared to turning stock over as fast as possible and seeing out the year on a high. Either way, you're in the driving seat. **JE**

SEND YOUR USED CAR TALES TO ✉ james@bangernomics.com **AND READERS' QUESTIONS TO** ✉ autocar@haymarket.com

AS GOOD AS NEW

MERCEDES-BENZ E-CLASS

Today's saloon first caught the world's eye in 2016. Now **John Evans** eyes used ones

Who'd have thought the old Stuttgart taxi would have morphed into the sumptuous thing it is today, with its S-Class-aping looks, lashings of tech, a sophisticated drivetrain and soothing road manners? The Mercedes E-Class is not quite as driver focused as a BMW 5 Series but then not every exec wants to show a clean pair of heels.

The current one was launched in 2016, when the cheapest version, the E220d SE auto, cost around £36,000. Today, the first 2016-reg examples with around 100,000 miles go from £15,000. Incidentally, if you've ever been ferried from the airport in an E-Class cab, you'll know that the model is just warming up at 100,000 miles.

Although we've named the more powerful 3.0-litre V6 diesel E350d as our pick (it was replaced by the straight-six E400d in 2018), the E220d is no consolation prize. Its 2.0-litre diesel produces 192bhp. Driving the rear wheels through a nine-speed automatic gearbox, it's good for 0-62mph in a respectable 7.3sec. Expect around 50mpg.

SE trim has most of the kit people expect, including a media system with sat-nav and digital radio, a reversing camera and even leather seats. It's the great all-rounder (if you need more grip, there's a four-wheel-drive 4Matic version) that's ideal for not only airport drivers but families, too. Haggle the best price you can because there are stacks of used ones around, although not as many as there are AMG Line versions. This is the trim that, thanks to its AMG bodykit and larger alloy wheels, elevates the E-Class from elegant taxi to something tastier. It costs around £2000 more than SE.

We've mentioned the E350d and E400d – both deliciously smooth and unruffled motorway expresses but with a 40mpg thirst. Next up is the E300de diesel plug-in hybrid. It was launched in 2018 and aimed at those seeking E350d performance with lower tax bills and better economy. It also has a 34-mile electric-only range. New, it cost £47,700 but we found a low-mileage 2019-reg one for just £33,000. It could be a shrewd choice for a private diesel buyer.

The remaining diesel is the rare and short-lived E200d. The E220d is the better car but, with prices starting at £18,000 for a 2017 E200d SE with 26,000 miles, the lesser-powered model certainly has its appeal.

Petrol versions are represented by the E200, the E350e and its successor, the E300e. With 184bhp on tap, the E200 is reasonably powerful but you'll miss the E220d's longer legs and lower thirst. The E350e and E300e plug-in hybrids might suit a low-mileage driver in search of a decent turn of speed and a free pass to London's low-emissions zone but economy is only in the mid-30s.

Which just leaves the mighty Mercedes-AMG range of E-Class saloons. The E43 and more powerful E63 and E63 S versions, all with 4Matic four-wheel drive, were launched in 2016. The E53 followed in 2018. They're super-saloons with super-size running costs but a 2016-reg E63 with 35,000 miles for £29,995 could make an entertaining alternative to a new, mid-spec SUV.

TOP SPEC PICK

AMG LINE

One better than SE, with AMG-branded alloys, bodykit and electrically adjustable front seats. A kind of BMW M Sport equivalent. Without the AMG engine, if you can live with that.

E350d (pictured) is our choice. E400d replaced it in 2018

TOP DIESELS BEST LEASE DEALS

BMW 520d SE AUTO

£1273 deposit, £424 per month, 24 months, 10,000 miles per year

The best luxury car you can buy is a joy to drive and the 2.0-litre diesel engine, the most popular in the range, is powerful but economical. As for the cabin, its quality shames rivals that are twice the price.

AUDI Q7 45 TDI SPORT TIPTRONIC QUATTRO

£2228 deposit, £743 per month, 24 months, 10,000 miles per year

With seven generously proportioned seats, the Q7 is practical as well as comfortable. It's luxurious, too, with a top-quality interior and comfortable ride. The 45, the least powerful motor, is still a strong performer.

BMW 320d M SPORT AUTO

£1585 deposit, £528 per month, 24 months, 10,000 miles per year

Our favourite executive car hits the bullseye in this 2.0-litre diesel form. The new model's ride and handling lead the class and its interior looks and feels sensational, in addition to being very well equipped.

NEED TO KNOW

- Know your e from your de: the e denotes that it's a petrol plug-in hybrid version and the de a diesel plug-in hybrid. As a used car, the petrols are easier to make a case for. Prices start at just £22,000 for a 2017-reg E350e AMG Line with 55,000 miles – down from £48,000 when new, but expect just 35mpg.
- When buying a 2016-reg, be careful you don't plump for an old model by mistake. They look similar but a big clue is the open lower grille of the newer car and the automatic gearbox has nine speeds rather than seven.
- There's leather and there's Mercedes' Artico synthetic equivalent. You'll find leather on SE models but, strangely, Artico on expensive AMG Line Hybrid and top-spec versions of AMG Line.

OUR PICK

MERCEDES E350d AMG LINE

Not as plentiful as the E200d but worth the hunt for its smooth, lustier, six-cylinder diesel and standard-fit air suspension. Or try its replacement, the E400d.

WILD CARD

MERCEDES E200 SE

No, not the E63; instead, the cooking petrol. It isn't as economical as the all-conquering E220d but it's smoother, around £5000 cheaper on a 2018-reg and fast enough.

ONES WE FOUND

- 2016 E220d SE, 102,000 miles, £14,955
- 2017 E200d SE, 26,000 miles, £18,000
- 2018 E350d AMG Line, 13,000 miles, £24,000
- 2019 E63, 4000 miles, £57,000

Digital instruments look very smart and are easily legible

AMG Line trim mixes luxury with a sporting ambience

RANGE ROVER EVOQUE D180 S AUTO

£1411 deposit, £470 per month, 24 months, 10,000 miles per year

Stylish to its boots, the Evoque is also a thoroughly well-engineered SUV that's both comfortable and good to drive. The D180 engine may not look much on paper but it's easily powerful enough on the road.

VOLVO XC40 D3 R-DESIGN GEARTRONIC

£1217 deposit, £406 per month, 24 months, 10,000 miles per year

The XC40 blends Scandi style with down-to-earth practicality. It's a spacious and well-equipped SUV and this diesel engine is the pick, being more flexible and relaxing to drive – and more frugal – than the T3 petrol.

AUDI Q5 40 TDI QUATTRO SPORT S TRONIC

£1382 deposit, £461 per month, 24 months, 10,000 miles per year

The 40 badge refers to a 188bhp 2.0-litre diesel that offers strong performance with low emissions. The Q5 is good to drive and its cabin is among the best.

For more lease deals, visit whatcar.com

BUY THEM BEFORE WE DO

FRENCH, FIRM AND FAST

Renault Clio 2.0 VVT 200 RS £3895

Our round-up of hot hatches begins with the facelifted Clio RS of 2009-12. As such, it's the 200 rather than the earlier 197, so called because it produces 200bhp, rather than 197bhp. Torque stays the same at 159lb ft, although it and peak power come 150rpm sooner. If these tweaks don't sound much, their effect is enhanced by first, second and third gears being slightly shorter.

The racier Cup version has 15% stiffer dampers than its predecessor and much stiffer springs than the standard 200. It's 36kg lighter, too, and has a quicker steering rack. We found a 2010-reg with 62,000 miles and full service history for £4000.

It threatens to make our featured standard-spec example, also a 2010 but with 85,000 miles, look expensive, but in that car's favour are its new pads and discs and new handbrake cable. Worryingly, however, it has a new catalytic converter. Did the original fall victim to the tank being filled with the wrong fuel, did unburnt fuel ignite in it or was it submerged in a flood?

The only question surrounding the Cup we found is why its gearbox was reconditioned at 60,000 miles. Some early RS 197s have fragile synchros but the problem was fixed by the time the 200 appeared. Note, too, that the Cup has a firm ride that could become tiresome if you're surrounded by speed humps.

Otherwise, it and the standard car could be worth a nosey. The cambelt needs changing at five years or 72,000 miles (best the water pump is done at the same time). Check the front swivel hub ball joints, too, by turning the wheel from lock to lock, listening for creaking.

JOHN EVANS

RAPID AND RARE COUPE

VW Scirocco GTi Mk1

£15,995

This rare 1981-reg Scirocco is a true collectable with only one owner in the log book, 24,000 miles on the clock and a full service history. This rapid GTI version shared its engine with the Golf hatch. Sadly, rust killed off most of them.

POTENT PRISTINE PEUGEOT

Peugeot 309 1.9 GTi

£16,995

For £1k more than the Scirocco, how about this much younger classic hot hatch, the 309 GTi? Many reckoned the 309 was sharper than the 205 GTi thanks to its stiffer body. This one-owner, dry-stored, 1990-reg example has done just 15,000 miles.

MULTI-PURPOSE HATCH

VW Golf 2.0 TFSI GTI 3dr

£5940

There are quicker and sharper hot hatches but is there one as rounded as the Golf GTI Mk5? Our find is a 2005-reg with 60,000 miles. It has full history and a recent new belt and water pump. It's fitted with four new Michelin Pilot Sports, too.

WILD CARD

Seat Ibiza Cupra 1.8T 20v

£2499

Here's a 2004 example of the rare Ibiza Cupra 1.8T 20v. Thanks to its turbo 1.8-litre engine that made 177bhp and 181lb ft, it was a better performer than its Polo GTI sister car. More fun, too. This one's done 89,000 miles and has full history.

AUCTION WATCH

PEUGEOT 205 1.9 GTi

This 1988 1.9 GTi had done 113,000 miles when it arrived in the ring. The pre-cat car (they're more desirable than those with the emissions device) had a half-leather interior, a sunroof and a good if not full service history. Recent new parts included a starter motor, an alternator and an exhaust – all three to be expected at this age. With no advisories on the MOT and in what appears to be excellent condition, it's just surprising it didn't achieve more than its hammer price of £6995, especially when truly mint ones are making £25,000. Too good to be true?

FUTURE CLASSIC

Alfa Romeo 147 GTA Price £6000

Launched in 2002, the GTA's 3.2-litre 24-valve V6 (it was shared with the 156 GTA, see overleaf) made 247bhp at 6200rpm and 220lb ft at 4800rpm. The model could sprint from 0-62mph in 6.1sec. Our find is a 2003-reg with 129,000 miles. The GTA has lowered and stiffened suspension and playful handling. Pumped-up wheel arches housing 17in alloys (whoppers in their day) along with sill skirts and air scoops aplenty complete the package. Interesting Alfas like this always have a following. Buy now before the few bargains vanish.

CLASH OF THE CLASSIFIEDS

USED CAR DESK DOES BATTLE

BRIEF

Find me a 'green' car for less than £10,000.

Lexus GS 450h £8295

Honda CR-Z £8000

MARK PEARSON If you cast your mind back to 2011, you'll find that my CR-Z was one of the first green cars to actually offer something in the way of fizz, and it still looks great today. This 2013 car is immaculate and comes with only 50k on the clock.

MAX ADAMS I was just finishing college in 2011. Yes, that CR-Z is a cute thing; but did it catch on? Nope. Meanwhile, Lexus continues to produce its hybrid cars, much like my very green 2008 GS 450h, to this very day. Mine is also mint, plus it has impeccable provenance.

MP Ah, but mine is fun, reliable and nippy. Stick it in Sport and the instruments glow red, and you'll also heighten the throttle and steering response. There's a delightfully low-slung driving position, too, and as for the sweet six-speed gearbox... Oh, and don't forget 56mpg. I tell you this thing is more fun than a weekend in Paris with Lily James.

MA Why? Is she an excellent Parisian tour guide? Anyway, mine is by far the fastest because it'll crack 0-62mph in 5.9sec and go on to 155mph.

MP Very old, yours. Oh wait, is that a CVT gearbox? They're very popular, aren't they?

MA At least mine can drive on electric power alone.

MP Hmm. John? Beauty or the beast?

VERDICT

I'll take the jolly green giant.

JOHN EVANS

HOW TO BUY AN

ALFA ROMEO 156

156 GTA Evoluzione
For around £4000, Extreme Autos would sharpen up your GTA with a new Eibach suspension kit and a touch more power.

UNRELIABLY INFORMED

The Alfa 156 is a gorgeous second-hand starlet with a terrible reputation for reliability. **John Evans** treads through the minefield of potential ownership

The beautiful Alfa 156 was 21 this year. Around 6000 remain – a remarkably high number given the model has endured both the scrappage massacre of 2009 and, since 2015, the demonisation of old diesels. A third assailant is, of course, corrosion; a more subtle enemy that sees rust sneak up undetected until, one day, you get in the car and your foot plunges through the floorpan.

The model was hugely popular with Alfistis but the German-buying crowd were never won over. Alfa's reputation for unreliability hung over the 156 like a cloud. Save for a few bright spots (one owner gleefully reported 12,000 trouble-free miles in his Selespeed car), it was deserved.

Time and again, reliability surveys ranked the model in the basement. Warranty companies bemoaned its high repair costs. After a couple of years picking up the tab for prematurely broken cambelts and tensioners on Twin Spark engines, Alfa cut the components' replacement interval by half, to 36,000 miles. It did the same with diesels. Recalls? Best not go there.

So make that a fourth assault on the 156. The good news is that the examples that have survived their reliability issues are likely to be fairly sound. In any case, if trouble should recur, well, with prices starting at just £500 for a dodgy 2.4 JTD and from around £1200 for tidier cars, you won't have lost your shirt.

The 156 was launched in 1998 in 1.8 and 2.0-litre Twin Spark (there are two spark plugs per cylinder) and 2.5 V6 forms. A year later, the gruff but punchy 2.4 JTD diesel arrived.

Optional Selespeed automatic versions of the 2.0 TS had change buttons on the steering wheel, which was cool. The 2.5 V6 was available with a four-speed auto called Q-System, which featured a traditional auto function plus an H-pattern manual change. Three so-called Sport packs brought extra kit, but Sport 1, with its lower-profile tyres and sports suspension, was the most cost-effective.

The arrival of the 1.6 TS in 2000 triggered a range-wide price cut. A facelift two years later introduced a mix of desirable standard and optional features including a Bose sound system and xenon headlights, while the Selespeed buttons were replaced by paddles. More importantly, though, the impressive 2.0 TS was replaced by the new (and less impressive) 2.0 JTS engine with direct injection, the 2.4 JTD got a touch more power and the mighty 3.2 V6 GTA landed. With 247bhp on tap, this version should have shaken the trees but it was a flawed diamond and today is one of the few used cars that's worth a premium when expertly modified and sharpened up.

With the final facelift of 2003, the 156's nose was restyled in line with the next generation of Alfas and the excellent 1.9 TD engine arrived. And then, in 2005, it was game over. Today, the 1.9 TD, 2.0 TS and 3.2 GTA are the versions to buy, but be sure you check those floorpans.

A set of polyurethane suspension bushes can sharpen tired handling

Mind your feet don't go through the rusty floor when you get in

> "Examples that have survived their reliability issues are likely to be fairly sound"

HOW TO GET ONE IN YOUR GARAGE

An expert's view

JAMIE PORTER, ALFA WORKSHOP

"The 156 was a superb car and people forget it was pretty advanced. The 2.0 JTS engine had direct injection while the 2.4 JTD was the first common-rail passenger car diesel engine. My favourites are the 2.0-litre Twin Spark, 1.9 TD and 3.2 GTA. The rest you can forget. The 2.0 JTS was unreliable and suffered emissions problems, the 2.4 JTD was too heavy and not very economical, and the 1.6 and 1.8 TSs didn't really catch on. The 2.5 V6 wasn't very fast but it was thirsty, and the car itself was too soft. Today, rust is the biggest issue. The platform fares worst so always get a prospective buy on a ramp and poke about under it."

Buyer beware...

■ ENGINES

On petrols, the cambelt and water pump should be changed at 36,000 miles. On the GTA, a rubbing sound may be the cambelt fouling the cam covers. A lack of power or poor idling is likely to be the air flow meter, which lasts around 70,000 miles. On diesels, cambelts should be changed at 60k miles. A seized water pump bearing will take out the cambelt, wrecking the engine. A sticking EGR valve can be an issue on 1.9 TDs. Check for oil smoke. Check the JTD's sump isn't cracked.

■ TRANSMISSION

Feel for worn synchros and listen for worn bearings in the gearbox end case. A high biting point on the pedal plus a heavy action mean a worn clutch. On diesels, a clunk as you let out the clutch is likely to be the dual-mass flywheel.

■ SUSPENSION

A creak coming from behind the dashboard may be worn upper wishbone ends. Check the rear suspension rear arm bushes and rear radius arm bushes for wear. Uneven tyre wear (toeing out is common) is likely to be a geometry issue or wear in the upper top wishbones.

■ BODY

Rust eclipses all else; floorpans suffer worst. Check front and rear subframes. Expect accident repairs but check they're not a source of more rust.

■ INTERIOR

On starting, check that the three warning lights – engine, ABS and airbag – go out. If the rear windows don't operate, suspect lack of use.

Also worth knowing

Suspension squeaks bedevil the 156. Perished bushes are often to blame. Replacing them with polyurethane items such as those sold by Powerflex will not only cure the problem but also tighten up the handling. Make sure they're fitted properly and then lubricate the area at intervals to keep corrosion at bay.

How much to spend

£250-£999

Mixed bag of mainly JTDs, some in tidy condition.

£1000-£2999

Some 2.0 TSs but mostly JTS versions, including a 2003-reg JTS Lusso with 69,000 miles and full service history for £1995.

£3000-£4999

Tidier cars, including a 1998-reg 2.5 V6 with 47,000 miles, full service history and a belt change for £4995.

£5000-£17,000

GTAs start here, among the cheapest a 2002-reg with 104,000 miles for £5950. Others include a 2002-reg with 80,000 miles and full service history for £9995.

One we found

ALFA ROMEO 156 2.0 TS VELOCE, 2002/51-REG, 74,000 MILES, £1190

What appears to be a tidy 156 with a reasonable mileage and, amazingly, just one previous owner. A shame the service history is only partial, but body and interior both described as 'excellent', which is the main thing.

Thanks to Jamie Porter (alfaworkshop.co.uk)

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ROAD TEST RESULTS

Facts, figures, from the best road tests

No one produces as thorough a judgement on a new car as Autocar. As well as acceleration, braking, fuel economy and noise tests, we carry out benchmark limit-handling tests, setting lap times if appropriate. But we don't just drive at the track, essential as it is for finding the limits of performance. We also drive on a wide range of roads. Where we have tested more than one model in a range, the rating is for the range overall. Where a model within the range meets our coveted five-star standard, it is highlighted in yellow.

» **30-70MPH** Indicates overtaking ability through the gears.

» **50-70MPH** Recorded in top gear (*kickdown with an automatic) and demonstrates flexibility.

» **FUEL ECONOMY** Figures quoted are the average and touring fuel economy as tested. The touring figure is representative of a 70mph cruise on a typical UK motorway. For electric cars, the figures quoted are for the same average and touring test schedules but are expressed in miles per kWh†. **Denotes mpkg (miles per kilogram) for hydrogen-powered fuel cell vehicles.

» **BRAKING 60-0MPH** Recorded on a high-grip surface at a test track.

» **MPH/1000RPM** Figure is the speed achieved in top gear.

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
ALFA ROMEO												
Giulia 4dr saloon ★★★★½												
Quadrifoglio	190	4.5	9.2	3.2	10.3	2.57	503	443	38.7	34/49	1580	29.3.17
Stelvio 5dr SUV ★★★½☆												
2.2D 210 Milano	134	6.8	20.6	7.0	7.3	3.01	207	347	41.3	38/50	1659	3.1.18
Quadrifoglio	176	4.0	9.4	3.3	5.9	3.31	503	443	36.4	22/32	1931	9.1.19
4C 2dr coupé/convertible ★★★☆☆												
Spider	160	5.1	12.4	4.0	5.8	2.97	237	258	29.6	32/44	940	27.1.16
ALPINA												
B3 Biturbo 4dr saloon ★★★★½												
B3 Biturbo	155	4.7	10.3	3.8	6.8	2.9	404	443	41.5	27/35	1610	29.8.13
ALPINE												
A110 2dr coupé ★★★★★												
Premiere Edit'n	155	4.7	10.8	3.8	6.5	2.6	248	236	28.1	28/46	1103	16.5.18
ARIEL												
Atom 4 Odr open ★★★★★												
4	162	3.2	6.9	2.4	3.5	2.59	316	310	24.5	27/39	680	9.10.19
Nomad Odr open ★★★★★												
Nomad	125	4.5	12.7	3.9	7.7	3.10	235	221	26.7	–/–	735	24.6.15
ASTON MARTIN												
Vantage 2dr coupé ★★★★½												
V8	195	3.7	8.3	3.0	10.5	2.7	503	505	42.6	18/25	1720	23.5.18
DB11 2dr coupé ★★★★½												
Launch Edition	200	4.0	8.4	3.0	10.1	2.6	600	516	46.2	24/34	1910	21.9.16
Rapide 4dr saloon ★★★★☆												
Rapide S	190	5.3	11.3	4.3	8.3	3.0	550	457	33.6	19/23	1990	20.3.13
DBS Superleggera 2dr coupé ★★★★★												
DBS Superl'era	211	3.7	7.4	2.7	9.5	2.5	715	664	42.7	19/26	1910	21.11.18
AUDI												
A1 Sportback 5dr hatch ★★★½☆												
35 TFSI S line	137	7.9	22.0	8.4	8.6	2.7	148	184	27.6	38/57	1209	2.10.19
A3 4dr saloon/3dr/5dr hatch ★★★★☆												
RS3 Saloon	155	4.0	9.9	3.5	9.0	2.7	394	354	33.7	29/35	1515	6.9.17
A4 4dr saloon/5dr estate ★★★★☆												
2.0 TDI S line	147	8.4	22.2	7.3	11.2	3.1	187	295	37.1	45/50	1940	4.11.15
S4 TDI	155	4.6	11.5	4.1	–	2.87	342	516	50.2	29/54	1871	18.9.19
RS4 Avant	155	4.0	9.6	3.5	11.0	3.0	444	443	38.4	24/37	1790	14.2.18
A5 2dr coupé/convertible ★★★½☆												
S5	155	4.9	11.7	4.4	9.7	3.0	349	369	40.5	26/33	1615	11.1.17
A5 Sportback 4dr saloon ★★★½☆												
2.0 TFSI S line	155	5.7	15.1	5.3	17.2	2.5	249	273	42.2	30/41	1535	8.3.17
A6 4dr saloon/5dr estate ★★★★☆												
40 TDI S l'e Avant	149	8.4	22.6	7.5	–	3.1	201	295	51.0	39/50	1710	14.11.18
A7 Sportback 5dr hatch ★★★½☆												
50 TDI Sport	155	5.8	14.9	5.3	–	2.8	282	457	49.0	29/53	1880	11.7.18
TT 2dr coupé/convertible ★★★★☆												
RS	155	3.6	8.4	3.0	7.8	2.7	394	354	35.1	27/37	1440	7.12.16
E-tron 5dr SUV ★★★★½												
55 quattro	124	5.4	13.7	4.2	2.5*	2.91	403	490	–	2.3/2.9†	2569	26.6.19
Q2 5dr SUV ★★★★☆												
1.4 TFSI Sport	132	8.1	23.9	8.2	9.8	2.7	148	184	29.4	45/56	1265	9.11.16
SQ2 quattro	155	4.5	11.6	4.1	9.2	2.72	296	295	33.4	27/35	1530	20.3.19
Q5 5dr SUV ★★★★☆												
2.0 TDI S line	135	8.3	26.4	8.5	14.7	3.1	187	295	42.0	37/43	1770	15.3.17
SQ5 quattro	155	5.5	13.7	5.0	11.1	2.6	349	369	45.2	26/32	1870	21.6.17
Q7 5dr SUV ★★★★☆												
SQ7 4.0 TDI	155	5.1	12.6	4.4	7.0	2.9	429	664	47.6	24/38	2330	26.10.16
Q8 5dr SUV ★★★★☆												
50 TDI S Line	152	6.9	19.1	6.6	10.1	2.8	282	443	44.9	29/40	2285	26.9.18
R8 2dr coupé ★★★★☆												
V10 Plus	205	3.1	6.7	2.6	5.7	2.8	602	413	26.8	15/23	1555	30.12.15
BENTLEY												
Continental GT 2dr coupé ★★★★½												
W12 First Edition	207	3.6	8.1	2.9	8.9	2.8	626	664	52.4	20/26	2244	2.5.18
Mulsanne 4dr saloon ★★★★☆												
6.75 V8	184	5.7	13.7	4.8	2.8*	2.6	505	752	44.8	18/21	2745	21.9.11
Bentayga 5dr SUV ★★★★★												
W12	187	4.9	11.6	4.4	8.7	3.0	600	664	48.2	20/25	2440	18.5.16
BMW												
1 Series 5dr hatch ★★★★☆												
118i M Sport	132	8.2	24.2	7.9	13.9	2.75	138	162	–	37/53	1431	30.10.19
2 Series 3dr coupé/convertible ★★★★½												
220d C'vble	140	8.5	24.7	8.4	9.0	2.1	187	295	34.5	50/53	1610	1.4.15
M2	155	4.4	10.3	3.6	6.2	2.6	365	343	33.7	31/37	1595	15.6.16
2 Series Active Tourer 5dr MPV ★★★★☆												
218d Luxury	129	8.9	26.5	8.7	12.1	3.0	148	243	40.4	42/56	1450	24.12.14
3 Series 4dr saloon/5dr estate/5dr hatch ★★★★½												
320d M Sport	149	6.9	19.8	6.8	13.2	2.54	188	295	43.0	47/63	1639	15.5.19
330e M Sport	140	6.3	15.7	5.7	6.9	2.9	249	310	40.8	40/47	1660	4.10.17
4 Series 2dr coupé ★★★★☆												
435i M Sport	155	5.5	13.2	5.2	6.3	2.7	302	295	28.2	28/37	1585	18.9.13
M4	155	4.1	8.8	3.2	6.1	2.4	425	406	34.0	29/36	1585	9.7.14
5 Series 4dr saloon/5dr estate ★★★★½												
520d M Sport	146	7.4	21.3	7.4	14.3	2.7	188	295	42.2	40/52	1635	31.5.17
M5	155	3.3	7.5	2.7	8.9	3.1	591	553	41.1	22/28	1855	18.4.18
6 Series GT 5dr hatch ★★★½☆												
630d xDrv M Spt	155	5.9	15.7	5.4	7.6	2.8	261	457	50.2	40/54	1880	8.11.17
7 Series 4dr saloon ★★★★☆												
730Ld	153	6.4	17.1	6.0	8.2	3.1	261	457	50.2	40/49	1795	11.11.15
8 Series 2dr coupé ★★★★☆												
840d xDrive	155	5.0	12.8	4.6	8.6	3.05	315	501	46.5	40/49	1901	16.1.19
i3 5dr hatch ★★★★☆												
1.3S Range Ext	99	7.7	–	6.6	4.0*	3.0	181	199	–	2.6/34†	1385	21.2.18
i8 2dr coupé ★★★★½												
i8	155	4.5	10.6	3.7	3.3	2.8	357	420	33.3	50/40	1560	17.9.14
X1 5dr SUV ★★★★☆												
xDrive20d xLine	136	8.2	24.2	8.0	11.8	2.8	187	295	35.1	43/49	1625	14.10.15
X2 5dr SUV ★★★½☆												
M35i	155	5.0	12.7	4.5	11.1	2.74	302	332	37.4	31/42	1668	25.9.19
X3 5dr SUV ★★★★☆												
xDrive20d M Spt	132	8.3	26.6	8.6	17.5	3.3	188	295	41.2	37/49	1825	17.1.18
X4 5dr SUV ★★★☆☆												
M Competition	155	4.0	9.1	3.3	20.1	2.65	503	443	43.3	23/29	2028	13.11.19
X5 5dr SUV ★★★★☆												
xDrive30d M Spt	143	6.6	18.9	6.6	15.1	3.36	261	457	47.1	35/43	2279	2.1.19
M	155	4.2	9.8	3.5	10.2	2.8	567	553	42.3	21/26	2350	13.5.15
CATERHAM												
Seven 2dr roadster ★★★★☆												
620S	145	3.8	9.2	3.2	5.7	2.7	310	219	21.2	25/29	610	9.3.16
CHEVROLET												
Corvette 2dr coupé ★★★★☆												
Stingray	181	4.4	9.4	3.3	11.7	2.3	460	465	48.4	22/33	1539	8.10.14
CITROEN												
C3 5dr hatch ★★★½☆												
P'tech 110 Flair	117	9.6	36.6	9.4	10.5	2.6	109	151	27.0	47/62	1050	28.12.16
C3 Aircross 5dr hatch ★★★½☆												
P'tech 110 Flair	115	11.5	36.4	10.7	12.3	3.5	109	151	27.5	35/39	1159	7.3.18
C4 Cactus 5dr hatch ★★★☆☆												
1.6 BlueHDi 100	114	11.8	41.2	11.7	7.2	2.9	99	187	36.1	47/62	1225	16.7.14
C5 Aircross 5dr SUV ★★★½☆												
BlueHDi 180	131	9.0	25.6	8.5	–	2.83	174	295	40.1	37/48	1540	13.2.19
CUPRA												
Ateca 5dr SUV ★★★½☆												
2.0 TSI 4Drive	153	4.9	12.3	4.4	9.4	3.03	296	295	33.8	29/37	1615	23.1.19
DACIA												
Sandero 5dr hatch ★★★☆☆												
1.2 75 Access	97	15.3	–	17.6	23.0	3.0	74	79	20.3	32/38	941	27.2.13
Duster 5dr hatch ★★★★☆												
SCe 115 Comfort	107	13.1	–	12.5	23.9	2.9	113	115	24.0	37/42	1179	22.8.18
DALLARA												
Stradale Odr roadster ★★★★½												
Stradale	165	3.7	9.2	3.4	3.1	2.39	395	369	26.4	26/30	987	16.10.19
DS												
3 5dr hatch ★★★½☆												
BlueHDi 120	118	9.9	32.2	9.4	11.1	3.1	118	210	36.4	59/67	1150	23.3.16
3 Crossback 5dr SUV ★★★☆☆												
Puretech 155	129	8.8	24.6	8.3	14.9	2.90	153	177	32.7	41/49	1205	10.7.19
4 Crossback 5dr hatch ★★★☆☆												
BlueHDi 120	117	12.0	48.8	12.3	18.0	2.9	118	221	36.7	49/50	1290	6.1.16
7 Crossback 5dr SUV ★★★½☆												
Puretech 225	141	8.6	20.2	7.0	15.1	2.9	221	221	34.0	35/45	1425	19.9.18
FERRARI												
488 GTB 2dr coupé ★★★★★												
488 GTB	205	3.0	5.9	2.0	3.7	2.43	661	561	28.9	–/–	1525	25.5.16
488 Pista	211	2.8	5.6	2.0	4.8	2.34	710	568	28.9	17/26	1465	7.8.19
812 Superfast 2dr coupé ★★★★☆												
F12 Berlinetta	211	3.1	6.2	2.2	4.9	2.6	789	530	30.0	–/24	1630	25.7.18
FIAT												
Panda 5dr hatch ★★★★½												
4x4 Twinair	103	14.6	–	15.8	16.0	3.0	84	107	20.8	37/44	1050	17.4.13
500 3dr hatch ★★★★☆												
Abarth 595	130	7.5	20.1	6.4	7.0	2.8	158	170	23.9	34/39	1035	26.2.14
Tipo 5dr hatch ★★½☆☆												
1.6 M'jet Lounge	124	9.6	31.6	9.8	8.7	2.9	118	236	35.0	49/62	1295	2.11.16
Abarth 124 Spider 2dr roadster ★★★★☆												
124 Spider	144	6.8	18.6	6.5	6.5	2.8	168	184	25.2	35/45	1060	22.3.17
FORD												
Fiesta 3/5dr hatch ★★★★☆												
1.0T Ecoboost	122	9.6	28.1	9.6	13.2	3.2	123	125	29.3	42/52	1147	9.8.17
Fiesta ST 3/5dr hatch ★★★★½												
ST-31.5 T Ecb'st	144	6.6	16.2	5.7	6.4	2.7	197	214	26.0	38/48	1187	15.8.18
Focus 5dr hatch ★★★★½												
1.5 Ecob't 182PS	138	8.9	22.8	7.8	10.0	2.35	180	177	26.9	30/44	1417	20.2.19
ST	155	6.1	14.1	4.9	6.1	2.70	273	310	27.2	32/41	1433	11.9.19
RS	165	5.3	13.9	5.3	6.9	3.5	345	325	27.3	28/37	1599	4.5.16
S-Max 5dr MPV ★★★★☆												
2.0 TDCi T'ium	123	10.5	32.0	10.4	13.9	2.5	148	258	39.5	44/46	1725	26.8.15
Mondeo 4dr saloon/5dr/estate ★★★★☆												
2.0 TDCi	130	10.0	28.8	9.4	12.7	3.1	148	258	38	53/56	1597	14.1.15
Mustang 2dr coupé ★★★★☆												
5.0 V8 GT F'back	155	5.2	11.6	4.2	9.4	2.7	410	391	35.1	19/25	1720	24.2.16
Bullitt	155	5.2	11.2	4.1	10.7	2.7	453	390	37.4	21/33	1782	5.12.18
Ecosport 5dr SUV ★★½☆☆												
1.5 TDCi	99	14.3	–	15.2	14.4	2.7	89	151	28	39/48	1384	3.9.14
Kuga 5dr SUV ★★★★☆												
2.0 TDCi	122	10.9	44.2	11.8	7.4	2.6	161	251	31.6	34/39	1707	13.3.13
Ranger 4dr pick-up ★★★★☆												
Raptor	106	10.5	37.7	10.5	–	3.46	210	367	41.1	24/33	2516	28.8.19
HONDA												
Civic 5dr hatch ★★★★☆												
1.5 i-VTEC Turbo	126	7.8	19.3	7.0	8.7	2.7	180	177	26.6	39/49	1357	19.4.17
2.0 Type R GT	169	5.7	12.5	4.4	6.1	2.8	316	295	25.4	29/43	1380	25.10.17
Clarity FCV ★★★★☆												
Clarity FCV	104	9.0	29.2	8.3	5.3*	2.9	174	221	na	51/72**	1872	12.7.17
CR-V 5dr SUV ★★★½☆												
1.5T EX CVT AWD	124	9.2	26.1	8.4	5.2*	3.3	190	179	39.5	32/38	1669	7.11.18
NSX 2dr coupé ★★★★½												
NSX	191	3.3	7.3	2.6	4.3	2.7	573	476	35.8	25/32	1725	5.10.16
HYUNDAI												
i10 5dr hatch ★★★½☆												
1.0 SE	96	14.7	–	16.2	19.9	2.9	65	70	20.0	44/51	925	29.1.14
i20 5dr hatch ★★★★☆												
1.4 SE	114	12.2	42.4	12.1	17.3	3.0	99	99	21.8	43/54	1060	7.1.14
i30 5dr hatch/estate ★★★½☆												
i30 N	155	6.4	14.8	5.6	6.1	3.1	271	260	27.4	31/43	1478	27.12.17
1.4 Premium SE	129	9.5	28.9	9.7	10.9	2.7	138	178	28.1	39/49	1423	13.9.17
Kona Electric 5dr SUV ★★★★☆												
64kWh P'm SE	104	6.7	17.4	5.8	3.5*	3.1	201	291	–	3.7/4.0†	1734	31.10.18
Santa Fe 5dr SUV ★★★½☆												
2.2 CRDi P'm SE	127	9.3	26.4	9.8	–	2.78	197	325	40.2	38/51	2003	6.3.19
Nexo 5dr SUV ★★★½☆												
Nexo	111	9.6	38.5	9.7	6.1*	2.88	161	291	–	42/60**	1852	12.6.19
JAGUAR												
F-Type 2dr convertible/3dr coupé ★★★★½												
V8 S Convertible	186	4.0	9.4	3.4	8.0	2.8	488	460	46.8	19/29	1655	12.6.13
V6 S Coupé	171	4.9	12.1	4.2	12.7	2.7	375	339	36.2	24/33	1594	11.6.14
2.0 Coupé R-Dy	155	5.8	14.7	5.1	9.5	2.8	296	295	33.2	31/44	1640	22.11.17
XF 4dr saloon/5dr estate ★★★½☆												
R-Sport 2.0	136	9.4	26.1	9.0	16.1	2.9	178	317	44.1	47/56	1595	2.12.15
S'brake 300 R-S	155	6.6	16.8	6.2	10.6	2.81	296	295	44.1	24/37	1727	17.4.19
XE 4dr saloon ★★★★½												
R-Sport 2.0	147	7.6	19.0	6.9	13.3	2.7	197	206	33.8	30/49	1530	1.7.15
XJ 4dr saloon ★★★★☆												
3.0d LWB	155	6.3	16.5	6.6	3.6*	2.7	271	443	43.5	28/36	1960	9.6.10
E-Pace 5dr SUV ★★★½☆												
D180 AWD SE	127	9.9	30.9	10.5	14	3.6	178	317	45.8	36/49	1843	11.4.18
F-Pace 5dr SUV ★★★★☆												
2.0d AWD	129	9.2	30.9	9.7	7.4	–	178	317	41.3	37/40	1775	11.5.16
SVR	176	4.1	9.3	3.5	10.4	2.69	542	502	41.6	18/29	2070	24.7.19
I-Pace 5dr SUV ★★★★½												
EV400 S	124	4.5	11.0	3.5	2.0	2.8	394	512	–	1.8/2.4†	2133	12.9.18
JEEP												
Compass 5dr 4x4 ★★★☆☆												
2.0 M'jet 4x4 L'd	118	11.0	39.0	11.4	10.9	2.8	138	258	34.2	38/45	1540	3.10.18
Renegade 5dr 4x4 ★★★½☆												
2.0 M'jet 4x4 L'd	113	10.8	37.6	11.2	10.0	3.5	138	258	34.0	41/53	1502	28.10.15
Wrangler 5dr 4x4 ★★★★☆												
2.2 M'Jet-II Ov'd	112	9.0	29.9	9.1	–	2.37	197	332	38.3	29/38	2044	10.4.19
KIA												
Stinger 4dr saloon ★★★½☆												
2.0 T-GDI GT-L S	149	7.4	18.2	6.4	10.9	2.9	244	260	36.7	32/43	1717	25.4.18
Rio 5dr hatch ★★★½☆												
1.0 T-GDI 3 Eco	115	10.0	37.0	10.5	12.3	3.2	99	127	27.1	40/50	1228	1.3.17
Ceed 5dr hatch ★★★½☆												
1.6 CRDi 115 2	119	9.9	30.8	9.6	15.3	2.9	113	207	41.4	50/70	1388	29.8.18
Proceed 5dr shooting brake ★★★½☆												
1.4 T-GDi	127	9.5	28.1	8.9	13.2	2.87	138	179	24.1	34/43	1475	27.2.19
Xceed 5dr crossover ★★★½☆												
1.4 T-GDi	124	9.3	28.8	8.7	12.3	3.55	138	179	31.7	35/47	1452	20.11.19
Niro 5dr SUV ★★★½☆												
1.6 GDI DCT 2	101	9.7	30.0	9.5	12.8	3.5	139	108/125	31.9	49/50	1500	31.8.16
e-Niro First Ed'n	104	7.2	19.0	–	3.7*	2.70	201	291	–	3.5/3.6†	1776	1.5.19
Sportage 5dr SUV ★★★½☆												
1.7 CRDi ISG 2	109	12.1	46.4	13.1	16.8	3.3	114	207	34.4	50/51	1500	2.3.16
Sorento 5dr 4x4 ★★★½☆												
2.2 CRDi KX-4	128	9.3	28.6	9.4	5.7*	–	197	325	35.2	35/39	1953	8.4.15
LAMBORGHINI												
Huracán 2dr coupé ★★★★½												
Performante	201	2.9	5.9	2.0	4.9	3.0	630	442	24.5	17/22	1382	11.10.17
Aventador 2dr coupé ★★★★☆												
SVJ	217	2.9	6.1	2.2	5.0	2.65	759	531	33.7	12/21	1770	19.6.19
Urus 5dr SUV ★★★★☆												
Urus	190	3.3	7.8	2.8	–	2.70	641	627	43.0	19/29	2285	3.7.19
LAND ROVER												
Discovery Sport 5dr SUV ★★★★½												
TD6 HSE Luxury	130	8.7	27.7	8.7	8.9	3.4	254	443	37.1	26/34	2230	12.4.17
Range Rover 5dr SUV ★★★★½												
4.4 SDV8	135	7.0	19.0	6.7	3.8*	2.9	334	516	41.8	25/35	2625	12.12.12
Range Rover Velar 5dr SUV ★★★½☆												
D240 HSE	135	9.3	27.4	9.0	15.7	3.8	237	369	41.8	33/48	2089	30.8.17
Range Rover Sport 5dr SUV ★★★★½												
3.0 TDV6	130	7.8	22.5	7.5	12.2	3.1	255	442	43.1	33/42	2115	2.10.13
SVR	162	4.4	10.3	3.8	12.6	2.6	542	502	41.8	22/19	2335	15.4.15

ROAD TEST RESULTS

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/touring	Weight (kg)	TEST DATE
LEXUS												
LC 2dr coupé ★★★★☆												
LC500 Sport+	168	5.2	11.3	4.2	12.0	3.1	471	398	60.6	27/39	1970	18.10.17
NX 5dr SUV ★★★☆☆												
300h	112	9.7	30.4	9.1	5.6*	2.7	194	na	–	32/38	1905	1.10.14
RC F 2dr coupé ★★★☆☆												
RC F	168	4.8	10.7	3.9	12.9	2.9	471	391	39	24/28	1765	18.2.15
ES 4dr saloon ★★★½☆												
300h Takumi	112	8.7	21.8	7.6	4.6*	2.91	215	na	–	42/49	1742	6.2.19
LS 4dr saloon ★★★☆☆												
500h Prem AWD	155	5.9	15.4	5.3	12.4	2.8	295	258	36.9	30/42	2380	6.6.18
LOTUS												
Elise 2dr roadster ★★★½☆												
Cup 250	154	4.7	11.9	4.5	7.2	2.5	243	184	24.7	27/32	920	29.6.16
Evora 2dr coupé ★★★★☆												
Evora S 2+0	172	4.5	11.3	4.0	6.8	2.4	345	295	34.8	21/26	1430	30.3.11
Exige S 2dr coupé ★★★★½												
Exige S	170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30	1176	3.4.13
MASERATI												
Ghibli 4dr saloon ★★★½☆												
Diesel	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14
Levante 5dr SUV ★★★☆☆												
Diesel	143	6.8	19.9	6.9	4.3	3.4	271	443	46	26/42	2205	30.11.16
S Granlusso	164	5.1	12.7	4.5	–	2.73	424	478	39.8	16/24	2232	8.5.19
MAZDA												
2 5dr hatch ★★★★☆												
1.5 Sky'v-G SE	114	10.4	38.0	7.0	20.2	3.1	89	109	27.9	51/55	1050	22.4.15
3 4dr saloon/5dr hatch ★★★★☆												
2.0 Skyactiv-X	134	9.1	24.7	9.1	14.7	2.89	177	165	29.1	40/57	1425	6.11.19
MX-5 2dr roadster ★★★★½												
1.5 SE-L Nav	127	8.4	24.8	7.9	14.7	3.3	129	111	24.5	46/49	1050	2.9.15
CX-3 5dr SUV ★★★½☆												
1.5D SE-L Nav	110	10.3	34.7	10.3	10.3	–	104	199	34.8	59/60	1275	22.7.15
CX-5 5dr SUV ★★★★☆												
2.2D Sport Nav	127	9.4	26.3	9.1	10.4	3.0	148	280	37.0	43/53	1594	28.6.17
McLAREN												
570S 2dr coupé ★★★★★												
3.8 V8	204	3.1	6.4	2.2	10.2	2.6	562	443	36.5	23/37	1440	30.3.16
600LT Spider 2dr convertible ★★★★½												
3.8 V8	201	2.9	6.1	2.1	–	2.52	592	457	36.5	17/30	1404	22.5.19
720S 2dr coupé ★★★★★												
4.0 V8	212	2.9	5.6	2.0	7.7	2.4	710	568	35.4	19/24	1420	24.5.17
Senna 2dr coupé ★★★★★												
4.0 V8	208	3.1	5.5	1.9	8.0	2.4	789	590	35.7	16/25	1345	10.10.18
P1 2dr coupé ★★★★★												
P1	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19.6/–	–	7.5.14
MERCEDES-AMG												
C63 4dr saloon ★★★★½												
C63	155	4.4	9.7	3.4	7.5	2.7	469	479	38.1	19/25	1715	3.6.15
C63 S C'vertible	155	4.6	10.2	3.4	7.1	2.7	503	516	35.6	21/27	1850	8.2.17
C63 S Coupé	180	4.3	9.2	3.2	10.7	2.69	503	516	43.2	26/34	1745	24.4.19
CLS53 4dr saloon ★★★★☆												
CLS53 4Matic+	155	4.3	10.3	3.7	9.1	2.7	429	384	43.8	31/39	1980	17.10.18
GT 2dr coupé ★★★★☆												
S	193	3.6	7.8	2.8	5.5	2.5	503	479	34.7	20/29	1715	29.7.15
R	198	3.6	7.3	2.7	4.6	2.4	577	516	30.7	19/23	1555	10.5.17
GT 4-Door Coupé 4dr coupé ★★★★½												
GT63 4Matic+	193	3.3	7.7	2.7	10.7	2.8	577	590	42.6	22/30	2135	13.3.19
SLC 2dr convertible ★★★½☆												
SLC43	155	5.5	12.3	4.2	12.7	3.0	362	384	40.4	27/33	1595	6.7.16
GLC 5dr SUV ★★★½☆												
GLC63 S 4Mtic+	155	3.7	8.9	3.2	15.4	2.8	503	516	43.4	19/26	2020	13.6.18
MERCEDES-BENZ												
A-Class 5dr hatch ★★★★☆												
A200 Sport	139	8.7	22.4	7.9	–	3.2	161	184	33.6	39/57	1379	4.7.18
B-Class 5dr MPV ★★★★☆												
B180 Sport	132	8.4	23.5	8.3	–	2.73	134	148	33.6	33/51	1405	3.4.19
CLA 4dr saloon ★★★☆☆												
CLA 250	155	6.8	17.1	6.1	11.5	2.88	221	258	–	34/49	1555	21.8.19
C-Class 4dr saloon/5dr estate ★★★★☆												
C220 Bluetec	145	8.1	22.9	8.1	11.7	2.8	168	295	42.4	41/51	1700	23.7.14
E-Class 4dr saloon/5dr estate/2dr convertible/2dr coupé ★★★★☆												
E400 Coupé	155	5.6	13.4	4.9	14.8	2.9	328	354	46.7	30/39	1845	14.6.17
S-Class 4dr saloon/2dr coupé ★★★★★												
S350 Bluetec	155	7.3	19.0	6.8	3.9*	2.7	255	457	45.6	34/44	1975	16.10.13
S63 AMG Coupé	155	4.5	9.6	3.4	6.8	2.7	577	664	42.8	22/25	2070	3.12.14
GLA 5dr SUV ★★★½☆												
GLA220 CDI SE	134	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48	1535	14.5.14
GLC 5dr SUV ★★★★☆												
GLC250d	143	7.8	23.5	7.8	15.7	3.2	201	369	46.9	39/43	1845	10.2.16
G-Class 5dr SUV ★★★★☆												
G350d AMG Line	124	7.5	22.4	7.2	15.0	3.40	282	443	46.0	25/31	2451	17.7.19
GL 5dr SUV ★★★★☆												
GL350 AMG Sp't	137	8.3	24.8	8.2	5.0*	2.6	255	457	37.7	28/33	2455	24.7.13
X-Class 4dr pick-up ★★★½☆												
X250d 4Matic	109	11.2	38.9	11.6	–	3.2	187	332	31.3	27/36	2159	20.6.18
SL 2dr convertible ★★★★☆												
SL500	155	4.3	9.9	3.6	6.5	2.7	429	516	39.6	10/24	1815	8.8.12
MG												
3 5dr hatch ★★★½☆												
1.5 3Form Sp't	108	11.4	41.5	11.6	19.6	2.8	105	101	22.2	37/41	1150	25.12.13
ZS 5dr SUV ★★★☆☆												
EV Exclusive	87	8.9	–	8.0	5.2*	3.60	141	260	–	2.7/3.1†	1556	4.12.19
MINI												
Mini 3dr hatch ★★★★½												
Cooper S	146	6.9	17.1	5.9	6.7	2.5	189	221	26.4	35/54	1235	2.4.14
C'per S Wks 210	146	7.2	16.4	6.0	6.5	3.0	207	221	26.5	31/47	1235	6.12.17
Clubman 5dr hatch ★★★½☆												
Cooper D	132	8.6	25.9	8.2	10.0	2.9	148	243	34.9	51/52	1320	25.11.15
Convertible 2dr convertible ★★★★½												
Cooper	129	9.2	25.4	8.8	12.4	2.7	134	162	31.0	46/53	1280	6.4.16
Countryman 5dr hatch ★★★½☆												
Cooper D	129	9.0	26.4	8.4	11.5	2.8	148	243	36.2	42/48	1480	22.2.17
Plug-in Hybrid	123	6.7	24.4	6.2	5.5	3.5	221	284	30.1	42/50	1735	26.7.17
MITSUBISHI												
Eclipse Cross 5dr SUV ★★★☆☆												
1.5 First Ed 2WD	127	9.0	26.5	8.3	13.8	3.0	161	184	30.9	34/45	1455	14.3.18
Outlander 5dr SUV ★★★½☆												
PHEV GX4hs	106	10.0	30.5	9.5	6.2	3.0	200	245	–	44/38	1810	16.4.14
MORGAN												
3 Wheeler 2dr roadster ★★★★★												
3 Wheeler	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/–	520	6.6.12
NISSAN												
Micra 5dr hatch ★★★★☆												
0.9 N-Connecta	109	12.1	44.7	11.7	15.6	2.8	89	103	24.3	45/57	1068	26.4.17
DIG-T 117 N-Sport	121	10.2	28.8	9.4	16.5	3.2	115	148	31.2	33/55	1105	27.3.19
Juke 5dr SUV ★★★½☆												
Acenta 1.6	111	10.3	41.6	9.9	12.7	3.0	115	117	19.5	36/46	1230	3.11.10
Nismo 1.6	134	6.9	17.2	6.0	7.2	2.5	197	184	23.8	31/39	1295	22.5.13
Qashqai 5dr SUV ★★★★½												
1.5 dCi 2WD	113	10.8	39.2	11.1	12.9	2.9	109	192	35.0	49/56	1365	19.2.14
X-Trail 5dr SUV ★★★½☆												
1.6 dCi 2WD	117	11.2	39.7	11.7	11.2	3.0	128	236	32.8	42/48	1550	13.8.14
GT-R 2dr coupé ★★★★½												
Recaro	196	3.4	7.8	2.7	5.3	2.7	562	470	28.0	22/31	1752	16.11.16
NOBLE												
M600 2dr coupé ★★★★½												
M600	225	3.5	6.8	2.5	4.7	2.45	650	604	29.9	18/25	1305	14.10.09
PEUGEOT												
208 3/5dr hatch ★★★☆☆												
1.2 VTI Active	109	14.2	–	14.5	9.1	2.9	81	87	21.2	41/45	1080	18.7.12
GTi 30th	143	6.5	16.1	5.8	6.7	2.9	205	221	25.6	41/42	1160	11.2.15
308 3/5dr hatch ★★★★☆												
1.6 e-HDi 115	118	10.1	32.6	10.4	13.9	3.0	114	199	38.5	48/59	1395	15.1.14
508 4dr saloon ★★★★☆												
GT Bl'HDi 180	146	8.8	23.4	8.5	10.8	2.6	174	295	43.9	35/52	1535	24.10.18
2008 5dr SUV ★★★½☆												
1.6 e-HDi	117	10.7	37.8	11.5	11.8	3.2	114	199	32.7	49/59	1180	19.6.13
3008 5dr SUV ★★★½☆												
1.6 Bl'HDi GT L'e	117	12.0	44.3	12.1	13.2	3.2	118	221	34.6	42/53	1300	18.1.17
5008 5dr MPV ★★★½☆												
2.0 Bl'HDi GT L'e	129	10.8	28.8	9.7	11.5	2.7	148	273	37.6	51/60	1490	1.11.17
PORSCHE												
718 2dr coupé/roadster ★★★★½												
Boxster	171	5.4	12.2	4.3	5.2	2.5	296	280	25.8	26/36	1335	8.6.16
Cayman S	177	4.8	10.5	3.9	4.8	2.5	345	310	25.8	28/29	1430	10.8.16
Cayman GTS	180	4.8	10.2	3.5	4.7	2.5	361	310	25.8	28/39	1375	9.5.18
911 GT2 2dr coupé ★★★★☆												
GT2 RS	211	3.0	6.1	2.2	5.6	2.6	691	553	32.1	19/28	1470	18.7.18
911 2dr coupé ★★★★½												
Carrera S	191	3.4	7.7	2.8	14.3	–	444	391	44.1	23/39	1515	29.5.19
918 Spyder 2dr coupé ★★★★★												
4.6 V8	214	2.6	5.3	1.9	2.2	2.3	874	944	41.2	28/44	1740	22.10.14
Panamera 4dr saloon ★★★★★												
4S Diesel	177	4.1	10.3	3.8	–	3.0	416	627	50.7	32/43	2050	1.2.17
Macan 5dr SUV ★★★★½												
Turbo	165	4.7	11.8	4.3	7.9	2.4	394	406	35.7	22/31	2000	4.6.14
Cayenne 5dr SUV ★★★★☆												
Turbo	177	3.9	9.3	3.3	5.3	2.8	542	568	44.7	21/31	2250	5.9.18
RENAULT												
Twingo 5dr hatch ★★★½☆												
Dynamique	94	17.6	–	19.1	29.4	2.9	69	67	20.8	42/52	865	29.10.14
Zoe 5dr hatch ★★★½☆												
Dynamique	84	12.3	–	13.9	9.1	2.9	87	162	7.8	4.0/3.4†	1468	31.7.13
Clio 5dr hatch ★★★★½												
TCe 100 Iconic	116	11.6	36.0	10.9	16.9	3.36	99	118	26.5	46/57	1138	27.11.19
Mégane 5dr hatch ★★★☆☆												
1.5 dCi Dyn. S Nav	116	11.1	35.2	11.1	13.2	2.8	108	192	33.9	47.2	1387	17.8.16
RS Trophy-R	163	5.6	12.8	4.6	6.8	2.67	296	295	27.1	26/38	1280	23.10.19
Grand Scenic 5dr MPV ★★★½☆												
dCi 130 Dyn. S Nav	118	11.4	35.8	11.3	10.2	3.4	129	236	32.1	47/61	1601	25.1.17
Kadjar 5dr SUV ★★★★☆												
dCi 115 Dyn. S Nav	113	14.5	–	14.6	17.2	2.3	108	192	35.0	52/69	1380	21.10.15
Koleos 5dr SUV ★★★☆☆												
dCi 175 4WD Sig.	126	9.8	31.3	10.1	14.3	2.9	175	280	–	34/38	1747	20.8.17
ROLLS-ROYCE												
Phantom 4dr saloon ★★★★★												
Phantom	155	5.5	11.8	4.4	2.5*	2.8	563	664	51.2	8/28	2560	4.4.18
Ghost 4dr saloon ★★★★☆												
Ghost	155	4.9	10.6	3.9	2.3*	2.6	563	575	46.0	18/23	2450	7.7.10
Wraith 2dr coupé ★★★★½												
Wraith	155	4.6	10.0	4.5	2.1*	2.9	624	590	45.9	15/27	2435	21.5.14
Dawn 2dr convertible ★★★★☆												
Dawn	155	5.2	11.6	4.2	2.4*	2.9	563	575	47.7	19/25	2560	1.6.16
SEAT												
Ibiza 5dr hatch ★★★★½												
SE Tech'y 1.0 TSI	113	10.0	34.1	10.0	10.1	3.0	94	129	27.2	45/56	1047	19.7.17
Leon 3/5dr hatch ★★★★☆												
Cupra SC 280	155	5.9	13.6	4.4	7.1	2.7	276	258	27.2	28/36	1441	26.3.14
Arona 5dr SUV ★★★★☆												
SE Tech'y 1.0 TSI	107	10.5	–	10.6	11.9	3.1	94	129	26.2	37/41	1165	15.11.17
Ateca 5dr SUV ★★★★½												
1.6 TDI SE	114	10.5	35.6	9.3	14.0	2.9	114	184	36.4	50/62	1300	19.10.16
SMART												
Forfour Electric Drive 5dr hatch ★★½☆☆												
Prime Premium	81	13.2	–	14.5	10.6	2.8	80	118	–	3.1/3.9†	1200	23.8.17
SKODA												
Fabia 5dr hatch ★★★★☆												
1.2 TSI 90 SE-L	113	12.6	46	12.5	15.0	3.4	89	118	26.1	45/49	1109	21.1.15
Scala 5dr hatch ★★★½☆												
1.5 TSI 150 DSG	136	7.9	21.5	7.3	11.8	2.78	148	184	33.5	42/53	1200	31.7.19
Octavia 4dr saloon/5dr estate ★★★★☆												
vRS 245 Estate	155	6.9	16.2	5.8	7.3	2.9	242	273	29.8	33/39	1392	16.8.17
Superb 5dr hatch/estate ★★★★½												
2.0 TDI SE	135	8.8	24.9	8.2	11.2	2.8	148	251	37.2	47/54	1505	9.9.15
Karoq 5dr SUV ★★★½☆												
2.0 TDI 150 Scout	122	8.9	28.7	9.6	12.8	2.86	148	251	36.1	38/47	1629	30.1.19
Kodiaq 5dr SUV ★★★★☆												
2.0 TDI Edition	121	9.5	34.7	10.1	12.2	2.8	148	251	33.5	37/48	1751	23.11.16
SSANGYONG												
Tivoli XLV ★★★☆☆												
ELX auto	107	12.0	44.5	12.6	7.9	3.1	113	221	33.2	45/58	1425	14.9.16
SUBARU												
XV 5dr SUV ★★★☆☆												
2.0i SE L'tronic	120	10.1	27.7	9.0	27.0	3.4	154	145	41.5	31/39	1451	28.2.18
Levorg 5dr estate ★★★☆☆												
GT 1.6i L'tronic	130	8.4	24.6	7.9	21.0	2.6	168	184	31.9	34/36	1537	13.1.16
WRX 4dr saloon ★★★☆☆												
STi Type UK	159	5.4	13.3	5.1	9.4	2.8	296	300	27.6	23/31	1534	25.6.14
SUZUKI												
Swift 5dr hatch ★★★½☆												
1.0 SZ5	121	10.5	33.0	10.3	11.8	2.9	110	125	26.3	45/56	925	17.5.17
Celerio 5dr hatch ★★★½☆												
1.0 SZ4	96	12.9	–	14.3	25.0	3.0	67	66	22.4	54/57	835	25.3.15
Baleno 5dr hatch ★★★½☆												
1.0T B'jet SZ5	124	9.8	29.5	9.7	11.2	2.9	110	125	26.3	50/55	950	3.8.16
SX4 S-Cross 5dr SUV ★★★½☆												
1.6 DDiS SZ4	111	10.0	32.6	10.1	8.9	2.6	118	236	35.1	57/67	1290	30.10.13
Jimny 3dr SUV ★★★½☆												
1.5 SZ5 Allgrip	90	11.9	–	11.6	15.1	4.4	100	95	19.8	29/35	1112	28.11.18
Vitara 5dr SUV ★★★½☆												
1.6 SZ5	112	9.5	29.8	9.5	15.5	–	118	115	24.3	49/47	1075	29.4.15
TESLA												
Model 3 4dr saloon ★★★★☆												
St'd Range Plus	140	5.8	14.2	4.7	2.8	2.77	252	277	8.6	3.1/4.0†	1633	4.9.19
Model S 4dr saloon ★★★★½												
P90D	155	5.2	9.1	3.0	1.9	2.9	525	713	8.5	2.4/3.3†	2200	20.4.16
Model X 5dr SUV ★★★★☆												
90D	155	4.7	13.1	2.8	2.5	2.7	416	487	8.5	1.6/2.0†	2508	15.2.17
TOYOTA												
Yaris 3dr hatch ★★★½☆												
GRMN	143	6.4	15.4	5.4	9.8	2.9	209	184	27.7	27/39	1135	28.3.18
Corolla 4dr saloon/5dr hatch/5dr estate ★★★★☆												
2.0 Hybrid ST	112	8.5	22.4	7.7	4.5*	2.84	178	–	–	44/53	1537	5.6.19
GT86 2dr coupé ★★★★★												
2.0 manual	140	7.4	18.8	6.8	10.6	2.6	197	151	23.5	30/45	1235	4.7.12
Prius 5dr hatch ★★★★☆												
Business E'tion	112	11.1	32.0	10.7	6.4*	3.1	121	–	–	53/63	1400	16.3.16
Mirai 4dr saloon ★★★★☆												
Mirai	111	10.1	36.5	10.2	6.5*	3.3	152	247	22.5	44/62**	1400	27.4.16
C-HR 5dr SUV ★★★★☆												
Excel 1.8 Hybrid	106	11.6	43.5	11.9	7.3*	2.7	121	–	–	49/60	1420	4.1.17
GR Supra 2dr coupé ★★★★☆												
Pro	155	4.4	10.7	3.6	7.6	2.65	335	368	39.2	28/39	1495	14.8.19
VAUXHALL												
Corsa 3/5dr hatch ★★★½☆												
1.4T SRi VX-Line	115	11.7	45.1	12.1	15.3	2.9	99	148	34.8	37/42	1176	19.11.14
VXR	143	7.2	18.3	6.4	7.8	2.4	202	181	23.8	29/34	1280	6.5.15
Crossland X 5dr SUV ★★★☆☆												
1.2T 130 Elite	128	9.8	31.4	10.3	8.9	2.9	128	170	30.5	40/54	1199	7.6.17
Astra 5dr hatch/estate ★★★★☆												
1.6 CDTi 136 SRi	127	8.8	25.7	8.8	8.6	2.6	134	236	33.4	55/58	1350	30.9.15
ST CDTi B'tbo SRi	137	8.4	22.2	7.7	8.1	2.6	158	258	33.7	57/59	1435	13.4.16
Combo Life 5dr MPV ★★★½☆												
1.5 TD 100 En'gy	109	14.7	–	16.2	14.4	2.8	99	184	32.0	45/60	1552	27.12.18
Insignia Grand Sport 4dr saloon ★★★★☆												
2.0D SRi VX-Line	140	8.7	23.8	7.9	8.9	2.7	168	295	36.1	39/51	1507	3.5.17
Insignia Sports Tourer 5dr estate ★★★☆☆												
GSI 2.0 B'tbo D	144	8.4	23.1	7.7	9.5	2.7	207	354	38.6	36/47	1807	30.5.18
VXR8 4dr saloon ★★★★☆												
GTS-R	155	4.8	9.6	3.3	6.6	3.1	587	546	34.9	20/27	1858	10.1.18
VOLKSWAGEN												
Up 3/5dr hatch ★★★★☆												
GTI 1.0 TSI 115	122	8.5	25.7	7.8	7.6	2.8	114	147	24.7	39/54	1070	21.3.18
Polo 5dr hatch ★★★★½												
1.0 TSI 95 SE	116	10.7	34.4	11.1	12.1	2.8	94	129	27.1	43/57	1145	31.1.18
GTI	147	6.7	17.4	5.9	8.6	2.8	197	236	–	37/47	1355	1.8.18
Golf 3/5dr hatch ★★★★½												
GTI Perf. DSG	155	6.5	16.4	5.9	8.9	2.8	227	258	34.4	32/38	1402	10.7.13
GTE	138	7.7	18.2	6.1	7.7	2.5	201	258	7.6	44/45	1599	20.5.15
1.5 TSI R-line	134	8.8	22.7	8.1	9.9	2.1	148	184	28.0	40/52	1324	2.8.17
T-Roc 5dr SUV ★★★★½												
2.0 TSI SEL 4Mn	134	6.7	20.2	6.5	13.3	3.2	187	236	35.6	31/37	1495	24.1.18
Arteon 5dr hatch ★★★½☆												
2.0 BITDI 240	152	6.5	17.7	6.2	8.9	3.3	237	369	37.8	38/56	1828	27.9.17
Passat 4dr saloon/5dr estate ★★★★☆												
2.0 TDI 190 GT	144	8.7	23.6	8.1	13.1	3.2	187	295	37.9	45/52	1614	4.2.15
GTE	140	7.6	19.0	6.1	7.8	3.3	215	295	32.3	38/43	1722	7.9.16
Touran 5dr MPV ★★★★☆												
2.0 TDI 150 SE	128	9.9	29.3	9.7	13.6	3.2	148	251	37.0	54/60	1571	3.2.16
Tiguan 5dr SUV ★★★★½												
2.0 TDI 150 SE	127	10.4	33	9.6	12.4	3.2	148	251	40.0	44/52	1683	22.6.16
Caravelle 5dr MPV ★★★★☆												
2.0 BITDI Exec.	126	11.6	36.1	11.7	10.2	3.2	201	332	22.7	38/45	2386	23.12.15
Touareg 5dr SUV ★★★½☆												
3.0 TDI R-Ln Tch	146	7.2	18.6	6.5	21.5	2.8	282	442	47.6	37/42	2070	8.8.18
VOLVO												
XC40 5dr SUV ★★★★½												
D4 AWD First Ed.	130	8.5	24.8	8.5	13.7	3.0	188	295	39.8	38/44	1735	7.2.18
S60 4dr saloon ★★★½☆												
T8 Polestar En'd	155	5.4	12.6	4.5	6.1	3.07	400	494	38.6	34/40	2013	24.12.19
V60 5dr estate ★★★★☆												
D4 M'tum Pro	137	8.9	23.8	8.2	12.7	2.8	188	295	41.0	35/43	1847	27.6.18
XC60 5dr SUV ★★★½☆												
D4 AWD R-Des'n	127	8.9	26.2	8.8	14.2	2.8	188	295	38.9	40/49	1836	5.7.17
S90 4dr saloon ★★★★☆												
D4 Momentum	140	8.2	22.1	7.9	11.1	2.6	188	295	40.1	40/51	1717	13.7.16
XC90 5dr SUV ★★★★☆												
D5 Momentum	137	8.3	23.9	8.3	5.0*	–	222	347	33.6	37/39	2009	17.6.15
WESTFIELD												
Sport 0dr roadster ★★★★☆												
Sport 250	142	3.6	11.1	6.4	4.0	2.7	252	270	22.7	32/42	665	29.11.17
ZENOS												
E10 0dr roadster ★★★★½												
S	140	4.3	11.2	4.1	5.3	2.9	250	295	33.9	21/23	725	7.10.15

THE CORVETTE V8:

The Corvette Grand Sport's racing heritage is simply unmistakable. With a 466 hp 6.2L V8 engine, 630 Nm of torque and acceleration capable of 0–100 km/h in just 3.9 seconds, this powertrain has only one goal in mind: pole position. Available either as Coupe or Convertible.

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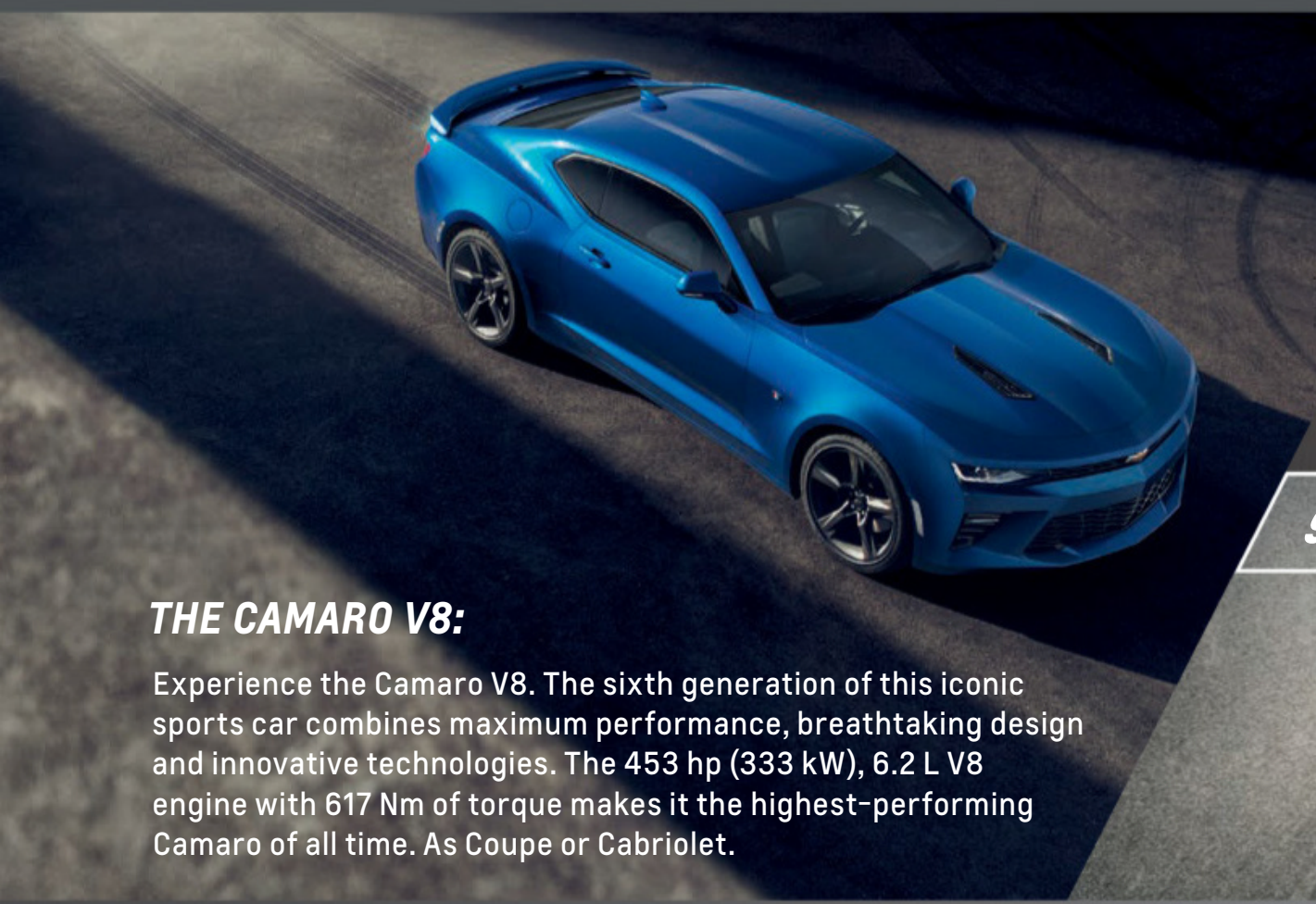

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ECONOMY EXPLAINED

Between the various figures produced on the old-style 'NEDC', transitional 'NEDC correlated' and new-style 'WLTP' lab emissions and fuel economy tests, it's become tricky to compare manufacturers' claimed efficiency on the latest new cars. When you see a fuel economy and CO_2 figure reference elsewhere, it's often without explanation.

So, to provide as fair and clear a basis for comparison as possible, you'll only ever read 'WLTP combined' fuel economy and CO_2 figures in Autocar's first drive reviews, features and comparison tests – and on these data pages. Those are the aggregated result of four lab tests carried out across as many different cruising speed ranges – although they're sometimes expressed as a range rather than as one specific figure to show the different results recorded by the heaviest and lightest available examples of the car in question (depending on optional equipment). Not all car makers have published these figures yet, however.

In road tests, you'll also see our own independently produced real-world fuel economy test results for comparison with the lab test claims. We produce an 'average', 'track' and 'touring' figure for each car we test – as often as possible on a brim-to-brim test basis. While 'average' represents the overall economy returned by a new car over a full road test, and 'track' is relevant only to intensive performance testing (the length and conditions of which can vary slightly), 'touring' gives the best guide of the kind of economy you might see from a car at a steady 70mph UK motorway cruise.

We do real-world efficiency and range testing on electric cars, too, expressing the former in terms of miles per kilowatt hour, as EV manufacturers do increasingly widely by convention.

STAR RATINGS EXPLAINED

- ☆☆☆☆☆ Inherently dangerous/unsafe. Tragically, irredeemably flawed.
- ★☆☆☆☆ Appalling. Massively significant failings.
- ★☆☆☆☆ Very poor. Fails to meet any accepted class boundaries.
- ★½☆☆☆ Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
- ★★☆☆☆ Off the pace. Below average in nearly all areas.
- ★★½☆☆ Acceptable. About average in key areas, but disappoints.
- ★★★☆☆ Competent. Above average in some areas, average in others. Outstanding in none.
- ★★★½☆ Good. Competitive in key areas.
- ★★★★☆ Very good. Very competitive in key areas, competitive in secondary respects.
- ★★★★½ Excellent. Near class-leading in key areas and in some ways outstanding.
- ★★★★★ Brilliant, unsurpassed. All but flawless.

ABARTH

595 3dr hatch/2dr open **£16,685–£25,485** ★★★½☆
The Fiat 500's Abarth makeover makes it a true pocket rocket. **LxWxH** 3657x1627x1485 **Kerb weight** 1070kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.4 T-jet 145	143	130	7.8	37.2	134
1.4 T-jet 160 Trofeo	157	135	7.4	35.3	134
1.4 T-jet 165 Turismo	162	135	7.3	38.2	139
1.4 T-jet 180 Competizione	177	140	6.9	36.2	155
1.4 T-jet 180 Essesse	177	140	6.7	36.2	155

695 3dr hatch/2dr open **£23,895–£25,895** ★★★½☆
A convincing track-day 500 with decent dynamic ability, but overly firm ride spoils it. **LxWxH** 3657x1627x1485 **Kerb weight** 1045kg

1.4 T-jet 180 Rivale	177	140	6.7	36.2	155

ALFA ROMEO

Giulietta 5dr hatch **£19,975–£25,730** ★★★☆☆
Long in the tooth but still seductive, shame it's not rounded or lavish enough. **LxWxH** 4351x1798x1465 **Kerb weight** 1305kg

1.4 TB 120	118	121	9.4	36.2	164
1.6 JTDM-2 120	148	121	10.0	49.6	123-125
2.0 JTDM-2 170	168	133	8.3	47.9	TBC

Giulia 4dr saloon **£33,595–£64,900** ★★★★½
Handsome and special dynamically but lacks finesse and only comes as an auto. **LxWxH** 4643x1860x1436 **Kerb weight** 1429kg

2.0 Turbo Petrol 200	197	146	6.6	36.2	153
2.0 Turbo Petrol 280	276	149	5.7	33.6	158
2.2 Turbo Diesel 160	158	137	8.2	53.3	128
2.2 Turbo Diesel 190	187	143	7.1	52.3	128
2.9 BiTurbo Quadrifoglio	503	191	3.9	27.2	TBC

Stelvio 5dr SUV **£37,745–£70,900** ★★★★½
Alfa's first SUV is a solid effort. Choosing the petrol version gives it charisma. **LxWxH** 4687x1903x1671 **Kerb weight** 1604kg

2.2 Turbo Diesel 190	187	130	7.6	46.3	138
2.2 Turbo Diesel 190 Q4 AWD	187	130	7.6	44.1	147
2.2 Turbo Diesel 210 Q4 AWD	207	134	6.6	43.5	147
2.0 Turbo 200 Q4 AWD	197	134	7.2	30.4	176
2.0 Turbo 280 Q4 AWD	276	143	5.7	30.4	175
2.9 BiTurbo Quadrifoglio	503	197	3.8	TBC	TBC

ALPINA

B3 S 5dr touring **£63,000** ★★★★☆
Previously falling behind in the power stakes, but the recent facelift rectifies that. **LxWxH** 4632x1811x1431 **Kerb weight** 1705kg

3.0 BiTurbo	433	188-190	4.3	TBC	TBC

B4 S 2dr coupé/open **£73,100–£78,600** ★★★½☆
A retuned version of the 4 Series that feels more at home on the track than the road. **LxWxH** 4640x1825x1373 **Kerb weight** 1690kg

3.0 BiTurbo	433	189-190	4.2-4.3	TBC	TBC

B5 4dr saloon/5dr touring **£89,000–£91,000** ★★★★☆
Is it the best alternative to an M5? Yes, at least from a practicality viewpoint. **LxWxH** 4956x1868x1466 **Kerb weight** 2015kg

4.4 V8 BiTurbo	599	200-205	3.5-3.7	25.4	254

B7 4dr saloon **£121,850** ★★★★☆
A 7 Series with a power boost gives BMW a worthy challenger to the AMG S-Classes. **LxWxH** 5250x1902x1491 **Kerb weight** 2060kg

4.4 V8 BiTurbo	599	205	4.2	24.4	265

D5 S 4dr saloon **£62,000** ★★★★☆
The excellent 5 Series receives some Alpina tweaking to make it a brilliant cruiser. **LxWxH** 4956x1868x1466 **Kerb weight** 1870kg

3.0 BiTurbo	345	171	4.9	TBC	TBC

XD3 5dr SUV **£57,900** ★★★★☆
Pleasant BMW SUV impressively enhanced with the usual Alpina toolkit. **LxWxH** 4732x1897x2015 **Kerb weight** 2015kg

3.0 BiTurbo	330	158	4.9	TBC	TBC

ALPINE

A110 2dr coupé **£47,810–£56,810** ★★★★★
A much, much greater car and achievement than the sum of its parts suggest. **LxWxH** 4180x1980x1252 **Kerb weight** 1080kg

1.8 Turbo	252	155	4.5	44.1	144
1.8 Turbo S	288	162	4.4	43.4	146

ARIEL

Atom 0dr open **£39,950** ★★★★½
Simple, purist concept remains but everything else has changed... for the better. **LxWxH** 3520x1880x1122 **Kerb weight** 595kg

2.0 turbo	320	162	2.8	TBC	TBC

Nomad 0dr open **£38,000** ★★★★★
Well inside the top 10 list of our favourite cars. A revelation and a riot to drive. **LxWxH** 3215x1850x1425 **Kerb weight** 670kg

2.4 K24 i-VTEC	235	125	3.4	TBC	TBC

ASTON MARTIN

Vantage 2dr coupé **£123,850** ★★★★½
The faster, cleverer, more hardcore entry-level Aston tops its class. **LxWxH** 4465x1942x1273 **Kerb weight** 1630kg

4.0 V8	503	195	3.5	11.6	TBC

DB11 2dr coupé/2dr open **£147,900–£174,995** ★★★★★
The stunning replacement for the already seductive DB9 is tyre-shreddingly good. **LxWxH** 4739x2060x1279 **Kerb weight** 1875kg

4.0 V8	503	187	4.0	10.6	TBC
5.2 V12 AMR	630	208	3.7	13.4	TBC

DBS Superleggera 2dr coupé/open **£225,000–247,500** ★★★★★
Effortlessly fast, intoxicating to drive: the big Aston is better than ever. **LxWxH** 4712x2146x1280 **Kerb weight** 1693kg

5.2 V12	715	211	3.7	13.5	TBC

Rapide AMR 4dr saloon **£194,950** ★★★★☆
The Rapide is one of the most elegant four-door sports cars in the world. **LxWxH** 5019x1929x1360 **Kerb weight** 1995kg

6.0 V12	599	205	4.2	TBC	TBC

AUDI

A1 Sportback 5dr hatch **£18,310–£27,230** ★★★½☆
Quite pricey, but a rounded car with plenty of rational appeal. **LxWxH** 4029x1746x1418 **Kerb weight** 1105kg

1.0 25 TFSI	94	118	10.8	50.4	126-127
1.0 30 TFSI	114	126	9.5	49.6-52.3	121-129
1.5 35 TFSI	148	137	7.7	45.6-46.3	139-141
2.0 40 TFSI	197	146	6.5	39.8-40.4	158-160

A3 Sportback 5dr hatch **£23,300–£39,145** ★★★★☆
All the above but with the added convenience of five doors and a usefully larger boot. **LxWxH** 4313x1785x1426 **Kerb weight** 1180kg

1.0 30 TFSI	114	128	9.9	46.3-48.7	131-137
1.5 35 TFSI	148	137	8.2	42.2-43.5	146-152
2.0 40 TFSI	187	152	6.8	39.8-40.9	157-161
2.0 TFSI S3	298	155	4.7	33.6-34.9	184-190
1.6 30 TDI	114	126	10.4	49.6-51.4	144-148

A3 Saloon 4dr saloon **£25,020–£39,320** ★★★★☆
Undercuts the case to own an A4. Upmarket interior and good to drive. **LxWxH** 4458x1796x1416 **Kerb weight** 1240kg

1.0 30 TFSI	114	131	9.9	46.3-48.7	132-139
1.5 35 TFSI	148	139	8.2	54.3-56.5	131-136
2.0 40 TFSI	187	155	6.8	39.8-40.9	155-160
2.0 TFSI S3	298	155	4.7	34.4-34.9	184-186
1.6 30 TDI	114	131	10.4	51.4-54.3	137-143

A3 Cabriolet 2dr open **£31,095–£43,515** ★★★★☆
Compact, affordable, usable and refined. Strong performance, too. **LxWxH** 4423x1793x1409 **Kerb weight** 1380kg

1.5 35 TFSI	148	137	8.9	40.4-41.5	153-157
2.0 40 TFSI	187	155	7.2	38.7-39.8	161-165
2.0 TFSI S3	298	155	5.2	33.2	192-193

A4 4dr saloon **£29,260–£42,940** ★★★★☆
High quality and competent but leaves the dynamic finesse to its rivals. **LxWxH** 4726x1842x1427 **Kerb weight** 1320kg

2.0 35 TFSI	148	139	8.6	40.4-40.9	155-159
2.0 40 TFSI	187	155	7.3	39.2-39.8	160-164
2.0 45 TFSI quattro	242	155	5.6	35.8-36.2	177-180
2.0 35 TDI	148	136	8.9	49.6-51.4	144-148
2.0 40 TDI quattro	187	146	7.4	49.6-51.4	144-150

A4 Avant 5dr estate **£30,660–£68,270** ★★★★☆
Classy and demure estate lacks the dynamic sparkle of rivals. **LxWxH** 4725x1842x1434 **Kerb weight** 1370kg

2.0 35 TFSI	148	136	8.9	39.2-39.8	160-164
2.0 40 TFSI	187	148	7.5	37.2-38.2	168-172
2.0 45 TFSI quattro	242	155	6.0	34.4-35.3	181-185
3.0 V6 TFSI RS4 Avant	448	155	4.1	29.1	219-220
2.0 35 TDI	148	132	9.2	45.6-47.1	157-163
2.0 40 TDI	187	143-144	7.6-7.9	43.5-44.1	167-171

A5 2dr coupé **£35,465–£69,660** ★★★★☆
Refreshed coupé gets a sharper look and a refreshed interior. Still mundane to drive. **LxWxH** 4673x1846x1371 **Kerb weight** 1390kg

2.0 35 TFSI	148	140	8.9	38.7-40.4	158-165
2.0 40 TFSI	187	150	7.2	38.7-40.4	158-165
2.9 V6 TFSI RS5 quattro	443	155	3.9	30.1	212-213
2.0 40 TDI	187	150	7.7	48.7-52.3	142-151
2.0 40 TDI quattro	187	146	7.4	44.8-46.3	160-165
3.0 V6 TDI S5 quattro	345	155	4.8	TBC	TBC

A5 Sportback 5dr coupé **£34,790–£69,660** ★★★★☆
Refined, good-looking four-door coupé is sadly short on charm and finesse. **LxWxH** 4733x1843x1386 **Kerb weight** 1425kg

2.0 35 TFSI	148	139	9.1	38.2-39.8	160-167
2.0 40 TFSI	187	150	7.5	38.2-39.8	160-167
2.0 45 TFSI quattro	242	155	5.8	35.8-36.2	178-179
2.9 V6 TFSI RS5 Quattro	448	155	3.9	29.7	215-216
2.0 35 TDI	148	135	9.1	47.1-49.6	149-158
2.0 40 TDI	187	150	7.5	47.9-51.4	144-155
2.0 40 TDI quattro	187	146	7.6	44.1-45.6	162-167
3.0 V6 TDI quattro	345	155	4.9	TBC	TBC

A5 Cabriolet 2dr open **£39,395–£58,310** ★★★★☆
More practical than smaller options. Lower-powered, steel-sprung trim is best. **LxWxH** 4673x1846x1383 **Kerb weight** 1600kg

2.0 40 TFSI	187	150	7.9	36.7-37.2	173-174
2.0 45 TFSI quattro	242	155	6.5	34.0-34.4	186-187
2.0 40 TDI	187	150	8.4	45.6-46.3	161-164
2.0 40 TDI quattro	187	145	8.0	42.8-43.5	171-172

A6 4dr saloon **£39,860–£55,400** ★★★★☆
Supremely well-constructed but a bit soulless to drive. A smart office on wheels. **LxWxH** 4939x1886x1457 **Kerb weight** 1645kg

2.0 45 TFSI quattro	242	155	6.0	33.6-34.0	188-192
3.0 55 TFSI quattro	335	155	5.1	30.1-30.7	209-212
2.0 40 TDI	201	152	8.1	47.1-48.7	153-158
2.0 40 TDI quattro	201	153	7.6	44.8-46.3	161-164
3.0 50 TDI quattro	282	155	5.5	38.7-39.2	188-191

A6 Avant 5dr estate **£41,960–£57,500** ★★★★☆
A capable and high-tech throwback that's a timely reminder of what Audi does best. **LxWxH** 4939x1886x1467 **Kerb weight** 1710kg

2.0 45 TFSI quattro	242	155	6.2	32.5-33.2	193-197
3.0 55 TFSI quattro	335	155	5.3	29.4-30.1	213-217
2.0 40 TDI	201	149	8.3	44.8-46.3	161-166
2.0 40 TDI quattro	201	150	7.8	43.5-44.8	166-170
3.0 50 TDI quattro	282	155	5.7	37.7-38.2	193-196

A7 Sportback 5dr coupé **£48,860–£79,385** ★★★½☆
Easy on the eye and to live with, but let down by stolid dynamics. **LxWxH** 4969x1908x1422 **Kerb weight** 1880kg

2.0 45 TFSI quattro	242	155	6.2	32.8-33.6	190-195
3.0 55 TFSI quattro	335	155	5.3	29.7-30.1	214-215
2.0 40 TDI	201	152	8.3	45.6-47.9	155-164
2.0 40 TDI quattro	201	155	7.0	44.1-45.6	162-169
3.0 45 TDI quattro	227	155	6.5	37.7-38.2	193-195
3.0 50 TDI quattro	282	155	5.7	37.7-38.2	193-196
3.0 TDI S7 quattro	344	155	5.1	TBC	TBC

A8 4dr saloon **£71,200–£81,315** ★★★★☆
Technical tour de force benefits from Audi's knack of making very good limousines. **LxWxH** 5172x1945x1473 **Kerb weight** 1920kg

3.0 55 TFSI quattro	335	155	5.6	28.0-29.7	216-228
3.0 55 TFSI quattro LWB	335	155	5.7	27.7-28.8	223-232
3.0 50 TDI quattro	282	155	5.9	37.7-40.9	182-196
3.0 50 TDI quattro LWB	282	155	5.9	37.7-38.7	190-197

E-tron 5dr SUV **£72,270–£83,020** ★★★★½
A rounded, uber-luxurious addition to the premium EV niche. **LxWxH** 4901x1935x1629 **Kerb weight** 2490kg

55 quattro 95kWh	403	124	5.4	TBC	0

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Q2 5dr SUV **£23,395–£37,820** ★★★★☆
Audi's smallest SUV is a decent stepping stone from the A3 to the Q range. **LxWxH** 4191x1794x1508 **Kerb weight** 1205kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 30 TFSI	114	122	10.3	44.8-46.3	137-142
1.5 35 TFSI	148	131	8.5	40.9-42.2	152-157
2.0 40 TFSI quattro	187	141	6.5	33.2-34.9	184-192
2.0 SQ2 TFSI	298	155	4.8	32.1-33.2	192-199
1.6 30 TDI	114	122	10.5	43.5-44.8	166-170
2.0 35 TDI quattro	148	131	8.1	44.1-46.3	160-168

Q3 5dr SUV **£30,805–£47,130** ★★★½☆
Typically refined and competent but feels more like an A3 than an Audi SUV. **LxWxH** 4388x1831x1608 **Kerb weight** 1385kg

1.5 35 TFSI	148	128-131	9.2-9.6	36.7-37.7	169-176
2.0 40 TFSI quattro	187	136	7.4	30.4-30.7	208-210
2.0 45 TFSI quattro	227	144	6.3	31.0	205-207
2.0 35 TDI	148	128	9.2	44.1-44.8	165-167
2.0 35 TDI quattro	148	131	9.3	39.2-40.9	182-188
2.0 40 TDI quattro	188	137	8.0	37.7	196-197

Q3 Sportback 5dr SUV **£36,365–£48,765** ★★★½☆
A more sporting take on the compact SUV, with similarly stable handling. **LxWxH** 4500x1856x1567 **Kerb weight** 1460kg

1.5 35 TFSI	148	126	9.6	47.9-48.7	134-132
2.0 45 TFSI quattro	227	144	6.5	37.7	171
2.0 35 TDI	148	126	9.3	50.4-51.4	148-146

Q5 5dr SUV **£42,095–£55,035** ★★★★☆
Appealing combination of Audi allure, affordable SUV practicality and attractiveness. **LxWxH** 4663x1893x1659 **Kerb weight** 1720kg

2.0 45 TFSI quattro	242	147	6.4	30.4-32.5	198-211
2.0 40 TDI quattro	187	136	8.1	36.2-38.2	193-204
2.0 50 TFSI e	249	148	6.1	128.4	49
3.0 V6 TDI SQ5 quattro	342	155	5.1	TBC	TBC

Q7 5dr SUV **£54,070–£95,060** ★★★★☆
Unengaging to drive and light on feel, but the cabin is both huge and classy. **LxWxH** 5052x1968x1740 **Kerb weight** 2060kg

3.0 V6 45 TDI quattro	228	142	7.3	32.5-33.6	220-228
3.0 V6 50 TDI quattro	282	152	6.3	32.1-33.2	221-231
4.0 V8 SQ7 TDI	429	155	4.8	37.2	200

Q8 5dr SUV **£67,760–£104,990** ★★★★☆
Striking and effective coupé-SUV range-topper leaves us wanting more. **LxWxH** 4986x1995x1705 **Kerb weight** 2145kg

3.0 V6 55 TFSI quattro	335	155	5.9	26.2-25.7	246-249
3.0 V6 50 TDI quattro	282	152	6.3	32.5-32.8	225-228
4.0 V8 SQ8 TDI	429	155	4.8	36.2	205

TT 2dr coupé **£32,140–£53,905** ★★★★☆
Still serves up plenty of pace, style and usability for the money. It's better to drive, too. **LxWxH** 4191x1966x1376 **Kerb weight** 1365kg

2.0 40 TFSI	194	155	6.6	40.9	155-156
2.0 45 TFSI	242	155	5.8-5.9	39.8	161-162
2.0 45 TFSI quattro	242	155	5.2	35.3	181-182
2.0 TTS	302	155	4.5	34.9-35.3	182-183
2.5 TTRS	395	155	3.7	30.7-31.0	207-209

TT Roadster 2dr open **£33,890–£55,655** ★★★★☆
Plenty of pace and driver reward, along with prestige and design-icon style. **LxWxH** 4191x1966x1355 **Kerb weight** 1455kg

2.0 40 TFSI	194	155	6.9	39.8	160-162
2.0 45 TFSI	242	155	6.0-6.1	38.7	165-166
2.0 45 TFSI quattro	242	155	5.5	34.0-34.4	187-188
2.0 TTS	302	155	4.8	34.0	187-188
2.5 TTRS	395	155	3.9	29.7-30.1	213-215

R8 2dr coupé **£128,295–£154,195** ★★★★☆
Usable but no less involving or dramatic for it. V10 is deliciously brutal. **LxWxH** 4426x1940x1240 **Kerb weight** 1590kg

5.2 V10 FSI quattro	532	198	3.5	21.4-21.6	297-298
5.2 V10 FSI Plus quattro	601	205	3.2	21.2-21.4	299-301

R8 Spyder 2dr open **£136,985–£162,885** ★★★★☆
Taking the roof off the R8 enhances the drama tenfold. **LxWxH** 4426x1940x1245 **Kerb weight** 1680kg

5.2 V10 FSI quattro	532	197	3.6	21.2	301-302
5.2 V10 FSI Plus quattro	601	204	3.3	20.9-21.1	304-305

BAC

Mono 0dr open **£165,125** ★★★★½
An F-22 Raptor for the road, only significantly better built. **LxWxH** 3952x1836x1110 **Kerb weight** 580kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.5 VVT	305	170	2.8	TBC	TBC

BENTLEY

Continental GT 2dr coupé **£148,800–£159,900** ★★★★☆
Refined and improved in every area, making the Conti a superb grand tourer. **LxWxH** 4850x1966x1405 **Kerb weight** 2244kg

4.0 V8	542	198	3.9	TBC	TBC
6.0 W12	626	207	3.6	24.1	308

Continental GTC 2dr open **£163,700–£176,000** ★★★★½
Immensely capable and refined open-top cruiser with effortless performance. **LxWxH** 4850x2187x1399 **Kerb weight** 2414kg

4.0 V8	542	198	4.0	TBC	TBC
6.0 W12	626	207	3.7	20.2	317

Mulsanne 4dr saloon **£234,000–£280,500** ★★★★☆
If the Rolls Phantom is best from the back seat, the Mulsanne is best in the front. **LxWxH** 5575x1926x1521 **Kerb weight** 2685kg

6.75 V8	505	184	5.1-5.3	17.4	365
6.75 V8 Speed	530	190	4.9	17.4	365

Bentayga 5dr SUV **£130,500–£182,200** ★★★★½
Crewe's first attempt at a luxury SUV is a solid effort. The Diesel is wondrous. **LxWxH** 5140x1998x1742 **Kerb weight** 2505kg

4.0 V8	542	171	4.5	21.7	296
6.0 W12 Speed	626	190	3.9	TBC	308

BMW

1 Series 5dr hatch **£24,430–£36,430** ★★★★½
May not drive like a traditional BMW but delivers on upmarket hatch values. **LxWxH** 4319x1799x1434 **Kerb weight** 1365kg

118i	138	132	8.5	40.9-45.6	114-121
M135i xDrive	302	155	4.8	34.4-35.8	155-157
116d	114	TBC	10.1-10.3	54.3-61.4	103
118d	148	134	8.4-8.5	54.3-57.6	108-111
120d xDrive	187	TBC	7.0	48.7-58.3	117-119

2 Series 2dr coupé **£25,765–£53,260** ★★★★½
A proper compact coupé now. Could be better equipped, however. **LxWxH** 4432x1774x1418 **Kerb weight** 1420kg

218i	134	130	8.8-8.9	35.8-38.2	TBC
220i	181	143	7.2	36.2-38.2	TBC
230i	248	155	5.6	35.8-36.7	TBC
M240i	335	155	4.6-4.8	32.5	TBC
M2 Competition	404	155	4.2-4.4	28.2-29.1	TBC
218d	148	132	8.3-8.5	47.9-52.3	TBC
220d	187	143	7.1-7.2	47.1-50.4	TBC
220d xDrive	187	140	7.0	43.5-46.3	TBC
225d	220	151	6.3	46.3-47.9	TBC

2 Series Convertible 2dr open **£28,965–£43,085** ★★★½☆
Better than its 1 Series forebear but lacks truly distinguishing premium qualities. **LxWxH** 4432x1774x1413 **Kerb weight** 1440kg

218i	134	130	9.4-9.6	33.6-36.2	TBC
220i	181	143	7.7	34.4-35.8	TBC
230i	248	155	5.9	34.0-34.9	TBC
M240i	335	155	4.7-4.9	31.4	TBC
218d	148	132	8.8-9.0	45.6-47.9	TBC
220d	187	143	7.5-7.6	45.6-48.7	TBC
225d	220	151	6.5	44.1-44.8	TBC

2 Series Active Tourer 5dr hatch **£25,565–£37,550** ★★★★☆
BMW's FWD hatch is a proper contender but not as practical as some of its rivals. **LxWxH** 4342x1800x1555 **Kerb weight** 1360kg

218i	134	127	9.3	39.8-44.1	TBC
220i	181	142	7.4	37.2-38.7	TBC
225xe	248	125	6.7	88.3-100.9	TBC
216d	335	121	11.1	55.4-58.9	TBC
218d	148	129	9.0-9.1	49.6-55.4	TBC
220d	187	141	7.6	50.4-53.3	TBC
220d xDrive	187	138	7.5	47.9-51.4	TBC

2 Series Gran Tourer 5dr MPV **£27,470–£37,750** ★★★★½
Brings a proper premium MPV to the table. Third row seats aren't adult-sized, though. **LxWxH** 4556x1800x1608 **Kerb weight** 1475kg

218i	134	127	9.5-9.8	38.2-40.9	TBC
220i	181	137	7.8	35.3-36.2	TBC
216d	335	119	11.8	53.3-55.4	TBC
218d	148	127	9.6	47.9-51.4	TBC
220d	187	138	8.2	47.9-49.6	TBC
220d xDrive	187	135	8.0	45.6-47.1	TBC

3 Series 4dr saloon **£32,565–£48,555** ★★★★★
Latest 3 Series has a growth spurt, but size is no obstacle for an engaging drive. **LxWxH** 4709x1827x1442 **Kerb weight** 1450kg

320i	181	146	7.1	41.5-43.5	124-127
330i	254	155	5.8	38.2-41.5	134-139
330e	288	155	5.9	188.3-201.8	37-38
M340i xDrive	369	155	4.4	34.0-34.9	162
318d	148	132	8.3-8.4	52.3-55.4	109-116
320d	187	146	6.8-7.1	49.6-56.5	110-118
320d xDrive	187	144	6.9	47.1-49.6	119-121
330d	263	155	5.5	44.1-47.9	133-138
330d xDrive	263	155	5.1	42.2-47.1	136-140

3 Series Touring 5dr estate **£35,235–£48,765** ★★★★½
Towering everyday appeal. Arguably the best all-rounder sensible money can buy. **LxWxH** 4620x1811x1430 **Kerb weight** 1565kg

330i	254	155	5.9	39.2-40.4	139-146
320d	188	142	7.1-7.9	49.6-50.4	115-121
320d xDrive	188	142	7.4	47.9-51.4	121-124
330d xDrive	261	155	5.4	42.8-43.5	142-146

4 Series 2dr coupé **£34,805–£65,300** ★★★★☆
A talented GT and a brilliant B-road steer that is very well-equipped. **LxWxH** 4640x1825x1377 **Kerb weight** 1475kg

420i	181	146	7.3-7.5	35.3-37.7	TBC
420i xDrive	181	144	7.6-7.8	33.6-36.2	TBC
430i	248	155	5.8-5.9	34.9-37.2	TBC
440i	321	155	5.0-5.2	31.0-33.6	TBC
M4	425	155	4.1-4.3	27.7-28.5	TBC
M4 Competition pack	444	155	4.0-4.2	24.7-28.5	TBC
420d	187	146	7.2-7.4	46.3-50.4	TBC
420d xDrive	187	144	7.3	43.5-45.6	TBC
430d	254	155	5.5	40.9-42.2	TBC
430d xDrive	254	155	5.2	38.7-39.2	TBC
435d xDrive	308	155	4.7	39.2-40.4	TBC

4 Series Convertible 2dr open **£41,495–£68,720** ★★★★☆
A talented gran tourer with the ability to remove the roof. What's not to like? **LxWxH** 4640x1825x1384 **Kerb weight** 1700kg

420i	181	146	8.2-8.4	34.0-35.8	TBC
430i	248	155	6.3-6.4	32.8-35.3	TBC
440i	321	155	5.4	29.7-30.4	TBC
M4	425	155	4.4-4.6	27.2-28.0	TBC
M4 Competition pack	444	155	4.3-4.5	26.9-28.0	TBC
420d	187	146	8.1-8.2	44.1-46.3	TBC
430d	254	155	5.9	39.2-39.8	TBC
435d xDrive	308	155	5.2	37.7-38.2	TBC

4 Series Gran Coupé 4dr coupé **£34,755–£50,040** ★★★★☆
Essentially a prettier 3 Series. Good, but not better than the regular saloon. **LxWxH** 4640x1825x1404 **Kerb weight** 1520kg

420i	181	146	7.5-7.7	34.9-37.1	TBC
420i xDrive	181	144	7.8-8.1	33.2-25.8	TBC
430i	248	155	5.9	34.4-37.2	TBC
440i	321	155	5.1	30.7-31.7	TBC
420d	187	146	7.4-7.6	46.3-51.4	TBC
420d xDrive	187	144	7.5	43.5-46.3	TBC
430d	254	155	5.6	40.9-41.5	TBC
430d xDrive	254	155	5.3	38.2-39.2	TBC
435d xDrive	308	155	4.8	39.2-39.8	TBC

5 Series 4dr saloon **£37,640–£98,100** ★★★★½
The perfect compromise between the comfy E-Class and dynamic XF, and then some. **LxWxH** 4936x2126x1479 **Kerb weight** 1530kg

520i	181	146	7.8	38.2-40.4	TBC
530i	248	155	6.2	35.8-38.2	TBC
540i xDrive	335	155	4.8	29.4-31.4	TBC
M5	592	155	3.4	23.5-24.1	TBC
M5 Competition	616	155	3.3	23.5-24.1	TBC
530e	248	146	6.2	117.7-128.4	TBC
518d	148	132	8.8	47.1-52.3	TBC
520d	187	147	7.5	44.1-52.3	TBC
520d xDrive	187	144	7.6	43.5-48.7	TBC
530d	261	155	5.7	43.5-45.6	TBC
530d xDrive	261	155	5.4	39.2-41.5	TBC

5 Series Touring 5dr estate **£39,890–£55,900** ★★★★½
The excellent 5 Series made in more practical form. The 520d is still the best. **LxWxH** 4942x2126x1498 **Kerb weight** 1630kg

520i	181	139	8.2	34.9-38.2	TBC
530i	248	155	6.5	34.0-36.7	TBC
540i xDrive	335	155	5.1	28.2-30.4	TBC
520d	187	147	7.8	44.1-47.9	TBC
520d xDrive	187	144	7.9	42.2-46.3	TBC
530d	261	155	5.8	40.9-43.5	TBC
530d xDrive	261	155	5.6	37.7-41.5	TBC

6 Series Gran Turismo 5dr hatch **£43,910–£59,010** ★★★½☆
A large improvement on the 5GT and dynamically sound. Still an oddball, though. **LxWxH** 5007x1894x1392 **Kerb weight** 1720kg

630i	254	155	6.3	32.1-34.9	TBC
640i xDrive	335	155	5.3	26.9-29.1	TBC
620d	198	137	7.9	42.8-46.3	TBC
620d xDrive	198	135	8.0	40.4-44.8	TBC
630d	261	155	6.1	40.4-43.5	TBC
630d xDrive	261	155	6.0	37.2-40.9	TBC

7 Series 4dr saloon **£69,565–£139,120** ★★★★☆
Rules on in-car entertainment and diesel sophistication; otherwise too bland. **LxWxH** 5098x1902x1478 **Kerb weight** 1755kg

740i	338	155	5.5	31.7-34.0	TBC
750i xDrive	527	155	4.0	25.7-26.9	TBC
M760Li xDrive	583	155	3.8	20.8-21.6	TBC
730d	261	155	6.1	41.5-43.5	TBC
730d xDrive	261	155	5.8	39.2-40.9	TBC
740d xDrive	315	155	5.2	37.7-39.8	TBC
745e	283	155	5.1-5.2	104.6-141.2	TBC

8 Series 2dr coupé/2dr open **£71,840–£107,220** ★★★★☆
Has dynamism to spare, but not quite the breadth of ability of the best sporting GTs. **LxWxH** 4843x1902x1341 **Kerb weight** 1830kg

840i	335	155	5.0	33.2-33.6	TBC
M850i xDrive	523	155	3.7	26.2-26.9	TBC
840d xDrive	316	155	4.9	39.2-40.4	TBC

8 Series Gran Coupé 4dr saloon **£69,340–£97,720** ★★★★☆
Four-door grand tourer offers greater practicality than its two-door siblings. **LxWxH** 5072x1932x1397 **Kerb weight** 1800kg

840i	335	155	5.2	31.7-33.2	TBC
M850i xDrive	523	155	3.9	24.4-24.6	TBC
840d xDrive	316	155	5.1	38.2-39.2	TBC

X1 5dr SUV **£28,795–£38,145** ★★★★☆
Pick of the premium bunch but a tad unrefined and has ordinary handling. **LxWxH** 4439x1821x1598 **Kerb weight** 1395kg

sDrive18i	138	127	9.7	39.2-40.9	TBC
sDrive20i	189	138	7.4	36.7-38.2	TBC
xDrive20i	189	TBC	7.7	34.4-35.8	TBC
sDrive18d	148	126	9.3-9.4	47.9-49.6	TBC
xDrive18d	148	126	9.3-9.4	46.3-47.9	TBC
xDrive20d	187	136	7.8	45.6-47.9	TBC

X2 5dr SUV **£29,725–£44,235** ★★★★☆
Proves crossovers aren't always worse than the hatchbacks on which they're based. **LxWxH** 4360x1824x1526 **Kerb weight** 1460kg

sDrive18i	138	127	9.6	39.8-43.5	TBC
sDrive20i	189	141	7.7	37.2-39.8	TBC
xDrive20i	189	TBC	7.6	34.9-36.2	TBC
M35i	302	155	4.9	33.6-34.0	TBC
sDrive18d	148	129	9.3-9.8	47.9-52.3	TBC
xDrive18d	148	128	9.2	46.3-49.6	TBC
xDrive20d	185	137	7.7	45.6-50.4	TBC

X3 5dr SUV **£40,355–£77,190** ★★★★☆
Continues where the last one left off. Dynamically good and more luxurious inside. **LxWxH** 4708x1891x1676 **Kerb weight** 1750kg

xDrive20i	181	134	8.3	29.4-31.4	TBC
M40i	355	155	4.8	25.7-26.6	TBC
X3M Competition	503	155	4.1	26.9	TBC
xDrive20d	187	132	8.0	39.2-41.5	TBC
xDrive30d	261	149	5.8	36.7-38.7	TBC
M40d	321	155	4.9	35.3-36.7	TBC

X4 5dr SUV **£44,875–£80,110** ★★★½☆
Downsized X6 is respectable enough if not loveable, but the X3 is a better option. **LxWxH** 4671x1881x1624 **Kerb weight** 1735kg

M40i	336	155	4.9	25.9-26.9	TBC
X4M Competiton	503	155	4.1	26.7	TBC
xDrive20d	187	131	8.0	39.2-41.5	TBC
xDrive30d	254	145	5.8	36.7-40.9	TBC
M40d	322	155	4.9	35.3-27.2	TBC

X5 5dr SUV **£57,640–£74,170** ★★★★☆
More capable, convenient, refined and classy SUV that's a more satisfying drive. **LxWxH** 4922x2004x1745 **Kerb weight** 2110kg

xDrive40i	335	155	5.5	25.0-27.2	TBC
xDrive45e	282	TBC	5.6	188.3-235.4	TBC
M50i	523	155	4.3	22.6-23.2	TBC
xDrive30d	261	130	6.8	34.0-37.7	TBC
M50d	395	155	5.3	32.5-33.6	TBC

X6 5dr SUV **£59,340–£76,870** ★★★½☆
The world's first off-road coupé, but appearances make it difficult to love. **LxWxH** 4909x1989x1702 **Kerb weight** 2065kg

xDrive40i	338	155	5.5	26.4-28.5	TBC
M50i	523	155	4.3	23.0-23.5	TBC
xDrive30d	254	143	6.7	32.5-33.6	TBC
M50d	375	155	5.2	29.4-30.1	TBC

X7 5dr SUV **£72,315–£90,935** ★★★★☆
BMW's largest SUV yet crowns the line-up, but faces strong competition. **LxWxH** 5151x2000x1805 **Kerb weight** 2395kg

xDrive40i	338	155	6.1	24.6-24.8	TBC
M50i	523	155	4.7	21.6-21.9	TBC
xDrive30d	262	155	7.0	32.8-33.6	TBC
M50d	398	155	5.4	31.0-31.4	TBC

i3 5dr hatch **£35,350–£37,840** ★★★★½
Our favourite high-end small car happens to be an EV, and it could change motoring. **LxWxH** 3999x1775x1578 **Kerb weight** 1245kg

120Ah	167	93	7.3	TBC	0
120Ah S	180	99	6.9	TBC	0

i8 2dr coupé/roadster **£115,105–£127,105** ★★★★☆
If BMW's plug-in hybrid is what the future of the sports car looks like, we welcome it. **LxWxH** 4689x1942x1293 **Kerb weight** 1485kg

1.5 eDrive	374	155	4.4-4.6	128.4	TBC

Z4 2dr coupé **£37,115–£49,185** ★★★★☆
Better to drive than ever, but makes a better open-top cruiser than a true sports car. **LxWxH** 4689x1942x1293 **Kerb weight** 1485kg

sDrive20i	195	155	6.6	38.7-39.8	TBC
sDrive30i	255	155	5.4	37.7-38.7	TBC
M40i	338	155	4.6	33.2	TBC

CADILLAC

CTS-V 4dr saloon £85,428 ★★★★☆
Eat your heart out, Germany - but lacks handling finesse of its European rivals. **LxWxH** 5050x1863x1447 **Kerb weight** 1850kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
6.2 V8 RWD	640	199	3.7	TBC	TBC

Escalade 5dr SUV £93,260 ★★☆☆☆
Cadillac's luxury SUV remains too large and ungainly for the UK. **LxWxH** 5179x2061x1896 **Kerb weight** 2635kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
6.2 V8 AWD	420	112	6.7-6.9	TBC	TBC

CATERHAM

Seven 2dr open £26,490-£53,885 ★★★★½
The 360 is the sweet spot in the revised range, giving the Seven just the right hit of performance. **LxWxH** TBC **Kerb weight** 490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 Sigma Ti-VCT 270	135	122	5.0	TBC	TBC
1.6 Sigma Ti-VCT 310	152	127	4.9	TBC	TBC
2.0 Duratec 360	180	130	4.8	TBC	TBC
2.0 Duratec 420	210	136	3.8	TBC	TBC
2.0 Supercharged 620S	310	145	3.4	TBC	TBC
2.0 Supercharged 620R	310	155	2.79	TBC	TBC

CHEVROLET

Camaro 2dr coupé/convertible £35,770-£47,850 ★★★½☆
An affordable American muscle car, but LHD only and less usable and unrefined. **LxWxH** 4784x1897 **Kerb weight** 1539kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 Turbo	268	149	5.9-6.1	TBC	TBC
6.2 V8	446	155-180	4.4-4.8	TBC	TBC

Corvette 2dr coupé/open £72,945-£100,305 ★★★½
LHD only and less usable and less able than rivals, but disarming and inimitable. **LxWxH** 4492x1872x1239 **Kerb weight** 1539kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
6.2 V8	459	180	4.1-4.2	TBC	TBC
6.2 V8 Z06	650	196	3.7-3.8	TBC	TBC

CITROEN

C-Zero 5dr hatchback £20,520 ★★★☆☆
Well-engineered electric city car, but too expensive and lacks the range of rivals. **LxWxH** 3475x1475x1600 **Kerb weight** 1120kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
Electric	64	80	15.9	TBC	0

C1 3dr hatch/5dr hatch £10,140-£14,110 ★★★½☆
Slightly cheaper than its Toyota sibling but less visually charming. **LxWxH** 3455x1615x1460 **Kerb weight** 855kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 VTI 72	71	99	12.6	TBC	TBC

C3 5dr hatchback £13,050-£19,310 ★★★½☆
Funky, fresh look gives a lease of life, shame that underneath isn't the same. **LxWxH** 3996x1749x1474 **Kerb weight** 976kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 PureTech 82	79	107	12.8	TBC	TBC
1.2 PureTech 110	107	117	9.3	TBC	TBC
1.6 BlueHDi 100	96	115	10.6	TBC	TBC

C3 Aircross 5dr hatchback £16,655-£21,245 ★★★½☆
Funky-looking C3 gets a jacked-up, rugged SUV look. **LxWxH** 4155x1765x1637 **Kerb weight** 1088kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 PureTech 82	79	103	15.9	TBC	TBC
1.2 PureTech 110	107	115	11.3	TBC	TBC
1.2 PureTech 130	127	124	10.4	TBC	TBC
1.6 BlueHDi 100	96	109	12.8	TBC	TBC

C4 Cactus 5dr hatchback £19,070-£23,335 ★★★½☆
Interesting and novel to look at but flawed to drive. **LxWxH** 4157x1729x1480 **Kerb weight** 965kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 PureTech 110	107	117	9.3-9.7	TBC	TBC
1.2 PureTech 130	128	120	8.2	TBC	TBC
1.6 BlueHDi 100	96	114	10.6-11.2	TBC	TBC
1.6 BlueHDi 120	118	125	8.7	TBC	TBC

C4 Spacetourer 5dr MPV £22,780-£31,270 ★★★★☆
Plushness and an improved dynamic make for a better car. **LxWxH** 4438x1826x1610 **Kerb weight** 1280kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 PureTech 130	126	125-128	10.1	TBC	TBC
1.6 BlueHDi 130	126	130	10.4	TBC	TBC
1.6 BlueHDi 160	158	131	8.9	TBC	TBC

Grand C4 Spacetourer 5dr MPV £24,880-£33,070 ★★★★☆
Alternative MPV offers something fresh, comfy, spacious and quietly upmarket. **LxWxH** 4602x1826x1638 **Kerb weight** 1297kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 PureTech 130	126	125-128	10.8	TBC	TBC
1.6 BlueHDi 130	126	130	11.3	TBC	TBC
1.6 BlueHDi 160	158	130	9.2	TBC	TBC

C5 Aircross 5dr SUV £23,830-£32,730 ★★★½☆
Smooth-riding SUV has an easy-going nature, but not the most dynamic. **LxWxH** 4500x1859x1670 **Kerb weight** 1530kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 PureTech 130	129	117	10.5	TBC	TBC
1.6 PureTech 180	178	134	8.2	TBC	TBC
1.5 BlueHDI 130	129	117	10.4	TBC	TBC
1.5 BlueHDI 180	174	131	8.6	TBC	TBC

Berlingo 5dr MPV £19,430-£26,650 ★★★★½
Boxy, slightly quirky and immensely practical van-based car returns to top form. **LxWxH** 4403x1921x1849 **Kerb weight** 1398kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 PureTech 110	108	109	11.5	37.5-42.4	TBC
1.5 BlueHDI 75	75	95	16.5	TBC	TBC
1.5 BlueHDI 100	101	109	12.3	TBC	TBC
1.5 BlueHDI 130	128	116	10.3	TBC	TBC

CUPRA

Ateca 5dr hatch £35,900-£41,175 ★★★½☆
First model from Seat's stand-alone performance brand has decent pace and precision. **LxWxH** 4376x1841x1615 **Kerb weight** 1615kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 TSI 300	296	153	5.2	TBC	TBC

DACIA

Sandero 5dr hatch £6995-£11,595 ★★★☆☆
A clever budget prospect but its limitations are unavoidable, even after a smart facelift. **LxWxH** 4069x1733x1519 **Kerb weight** 969kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 SCe 75	71	98	14.2	TBC	TBC
0.9 TCe 90	87	109	11.1	TBC	TBC
1.5 dCi 95	93	111	11.9	TBC	TBC

Sandero Stepway 5dr hatch £9195-£12,055 ★★★½☆
A more expensive and slightly more rugged cheap car - but still limited. **LxWxH** 4089x1761x1555 **Kerb weight** 1040kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 SCe 75	73	98	15.1	TBC	TBC
0.9 TCe 90	87	104	11.1	TBC	TBC
1.5 dCi 95	93	106	13	TBC	TBC

Logan MCV 5dr estate £8495-£13,095 ★★★☆☆
Lacks its stablemates' charms but retains their cheapness. **LxWxH** 4501x1733x1552 **Kerb weight** 980kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 SCe 75	71	98	14.7	TBC	TBC
0.9 TCe 90	87	109	11.1	TBC	TBC
1.5 dCi 95	93	111	11.8	TBC	TBC

Logan MCV Stepway 5dr estate £12,695-£15,155 ★★★☆☆
Given a rugged makeover but still lacks charm. Extremely practical, though. **LxWxH** 4528x1761x1559 **Kerb weight** 1090kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
0.9 TCe 90	87	106	12.4	TBC	TBC
1.5 dCi 95	93	111	13.0	TBC	TBC

Duster 5dr SUV £10,995-£19,955 ★★★½☆
A value champion. If cheap family transport is what you require, the Duster delivers. **LxWxH** 4315x2000x1625 **Kerb weight** 1147kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 TCe 100 4x2	99	105	12.5	TBC	TBC
1.3 TCe 130 4x2	128	118	11.1	TBC	TBC
1.3 TCe 150 4x4	148	121	10.6	TBC	TBC
1.5 dCi 115 4x2	111	111	10.5	TBC	TBC
1.5 dCi 115 4x4	111	108	12.1	TBC	TBC

DS

3 3dr hatch/2dr open £19,480-£23,480 ★★★★☆
Premium-brand philosophy and aesthetics appeal, but the 3 lacks dynamic refinement. **LxWxH** 3948x1715x1483 **Kerb weight** 1090kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 PureTech 110	107	117-118	9.6-10.2	39.1-44.8	TBC

3 Crossback 5dr SUV £24,555-£34,705 ★★★½☆
First foray into compact SUVs comfortably competes with more established rivals. **LxWxH** 4118x1802x1534 **Kerb weight** 1205kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 PureTech 100	98	112	10.9	46.0-52.0	TBC
1.2 PureTech 130	128	124	9.2	42.2-47.1	TBC
1.2 PureTech 155	153	129	8.2	41.7-45.7	TBC
1.5 BlueHDI 100	98	112	11.4	54.4-62.7	TBC

7 Crossback 5dr SUV £27,435-£44,120 ★★★½☆
DS's first premium SUV certainly has the right price tag, equipment and appeal. **LxWxH** 4570x1895x1620 **Kerb weight** 1420kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 PureTech 130	129	122	10.2	42.2-48.0	TBC
1.6 PureTech 180	178	137	8.9	35.2-38.5	TBC
1.6 PureTech 225 EAT8	218	141	8.3	33.6-36.5	TBC
1.5 BlueHDi 130	TBC	121	11.7	49.3-55.3	TBC
2.0 BlueHDi 180 EAT8	171	134	9.9	42.7	TBC

FERRARI

Portofino 2dr open £166,551 ★★★★☆
The entry-level Ferrari has the power, the looks and the touring ability. **LxWxH** 4586x1938x1318 **Kerb weight** 1664kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.9T V8	591	199	3.5	14.7-28.0	230-436

488 2dr coupé/open £197,418-£278,850 ★★★★★
Calm ride mixed with explosive performance. **LxWxH** 4568x1952x1213 **Kerb weight** 1475kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.9T V8 GTB	650	203-205	3.0	13.5-25.9	247-478
3.9T V8 Pista	710	212	2.85	15-26.2	245-430
3.9T V8 Pista Spider	710	211	2.85	15-26.2	245-430

F8 Tributo 2dr coupé £203,476 ★★★★★
The last hurrah for the pure internal combustion V8-powered mid-engined Ferrari. **LxWxH** 4611x1979x1206 **Kerb weight** 1435kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.9T V8 Tributo	710	211	2.9	TBC	TBC

GTC4 Lusso 2dr coupé £200,890-£243,126 ★★★★½
Another four-wheel-drive grand tourer Ferrari that is more usable than the FF. **LxWxH** 4922x1980x1383 **Kerb weight** 1865kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.9T V8	592	198	3.5	13.5-25.2	253-477
6.3 V12	670	208	3.4	9.9-21.0	308-648

812 Superfast 2dr open £263,033 ★★★★★
More powerful than the F12, but with better road manners making it the star of the range. **LxWxH** 4657x1971x1276 **Kerb weight** 1630kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
6.5 V12	777	211	2.9	11.2-20.0	320-572

FIAT

500 3dr hatch/2dr open £12,165-£20,995 ★★★½☆
Super desirable, super-cute city car. Pleasant, if not involving to drive. **LxWxH** 3571x1627x1488 **Kerb weight** 865kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 69hp	68	99	12.9	44.1	TBC
0.9 Twinair 85	83	107	11.0	49.6	TBC

500L 5dr MPV £17,910-£18,210 ★★★☆☆
A costly option but has some style to fill out some of its missing substance. **LxWxH** TBC **Kerb weight** TBC

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.4 95hp	93	103-111	12.8-13.2	34.0-34.9	TBC

500X 5dr hatch £18,500-£24,700 ★★★½☆
Familiar styling works rather well as a crossover. Drives okay, too. **LxWxH** 4248x1796x1600 **Kerb weight** TBC

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 E-Torq 110	108	112	11.5	36.7	TBC
1.0 Firefly Turbo 120hp	118	117	10.9	41.5	TBC
1.3 Firefly Turbo 150hp	148	124	9.1	40.9	TBC

Panda 5dr hatch £10,080-£16,580 ★★★½☆
Hasn't kept pace with its rivals, but sells robust, practical charm better than most. **LxWxH** 3653x1643x1551 **Kerb weight** 940kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 69hp	68	96-102	14.2-14.5	44.8	TBC
0.9 Twinair 85	83	103-110	11.2-12.1	37.2	TBC

Tipo 5dr hatch £14,905-£19,575 ★★★½☆
A 90s reboot that has been on a diet. Decent to drive and ample interior space. **LxWxH** 4368x1792x1495 **Kerb weight** 1195kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.4 95	93	115	12.1	36.2-36.7	TBC
1.4 T-Jet 120	118	124	9.6	36.7	TBC
1.6 Multijet II 120	118	124	9.8-10.2	48.7-51.4	TBC

Tipo Station Wagon 5dr estate £15,905-£17,905 ★★★½☆
Estate version is more practical, which mixes well with its driving characteristics. **LxWxH** 4571x1792x1514 **Kerb weight** 1205kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.4 95	93	115	12.3	36.2	TBC
1.4 T-Jet 120	118	124	9.8	34.4-36.7	TBC
1.6 Multijet II 120	118	124	10.1-10.4	48.7-50.4	TBC

FORD

Ka+ 5dr hatch £11,300-£15,050 ★★★½☆
The Ka gets two extra doors, and it's a breath of fresh air for the range. **LxWxH** 3929x1910x1524 **Kerb weight** 1055kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 Ti-VCT 70	69	99	15.3	48.7	TBC
1.2 Ti-VCT 85	83	105	13.3	43.5-47.9	TBC
1.5 TDCi 95	93	111	11.4	56.5-60.1	TBC

Fiesta 3dr/5dr hatch £15,995-£26,495 ★★★★½
Dynamically superb and continues the Fiesta legacy. No longer the class leader, though. **LxWxH** 4040x1735x1476 **Kerb weight** 1113kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.1 Ti-VCT 85	83	105	14.0	44.8-48.7	TBC
1.0T Ecoboost 100	98	111-113	10.5-12.2	40.4-50.4	TBC
1.0T Ecoboost 125	123	121	9.9	46.3-49.6	TBC
1.0T Ecoboost 140	138	125	9.0	46.3-48.7	TBC
1.5T Ecoboost 200 ST	197	144	6.5	40.4	TBC
1.5 TDCi Duratorq 85	83	108	12.5	55.4-60.1	TBC

Focus 5dr hatch £18,545-£31,995 ★★★★½
Better to drive and look at than before, and impressively good value. **LxWxH** 4378x1825x1471 **Kerb weight** 1369kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0T Ecoboost 85	84	110	13.5	44.1-49.6	TBC
1.0T Ecoboost 100	99	116	12.1	44.1-50.4	TBC
1.0T Ecoboost 125	123	119-124	10-11.7	37.7-49.6	TBC
1.5T Ecoboost 150	148	127-130	8.8-9.7	38.2-46.3	TBC
1.5T Ecoboost 182	180	137-138	8.3-8.4	38.7-44.1	TBC
2.3T Ecoboost 280 ST	276	155	5.7	34.3	179
1.5 EcoBlue 95	94	114	11.4	56.5-64.2	TBC
1.5 EcoBlue 120	118	117-122	10.0-10.8	49.6-62.8	TBC
2.0 EcoBlue 150	148	127-130	8.5-9.3	44.1-57.6	TBC

Focus Estate 5dr estate £19,645-£33,095 ★★★½☆
Almost as good to drive as the hatch, but a Skoda Octavia will carry more. **LxWxH** 4669x1825x1481 **Kerb weight** 1485kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0T Ecoboost 85	84	109	13.9	44.1-49.6	TBC
1.0T Ecoboost 100	99	115	12.7	44.1-50.4	TBC
1.0T Ecoboost 125	123	119-120	11.2-12.2	37.7-49.6	TBC
1.5T Ecoboost 150	148	129-130	8.9-9.2	38.2-46.3	TBC
1.5T Ecoboost 182	180	137-138	8.8	38.7-44.1	TBC
2.3T Ecoboost 280 ST	276	155	5.9	TBC	TBC
1.5 EcoBlue 95	94	112	11.8	56.5-64.2	TBC
1.5 EcoBlue 120	118	116-120	10.3-11.1	49.6-62.8	TBC
1.5 EcoBlue 150	148	126-129	8.7-9.5	44.1-57.6	TBC

Mondeo 5dr hatch £21,495-£32,595 ★★★★☆
Does what great Fords do, by over-delivering on practicality, handling and value. **LxWxH** 4871x1852x1482 **Kerb weight** 1455kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 SCTi Ecoboost 165	162	133-138	9.1-9.2	22.8-41.5	TBC
2.0 TiVCT hybrid 187	184	116	9.2	40.9-52.3	TBC
2.0 TDCi Duratorq 150	148	131-133	10.7-10.9	36.7-61.4	TBC
2.0 TDCi Duratorq 180	177	138	9.9	36.7-56.5	TBC
2.0 TDCi D'torq 180 AWD	177	137	10.0	34.9-52.3	TBC

Mondeo Estate 5dr estate £23,295-£34,095 ★★★★☆
A vast and enjoyable estate that majors on everything a great Ford should. **LxWxH** 4867x1852x1501 **Kerb weight** 1476kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 SCTi Ecoboost 165	162	135	9.2-9.3	22.8-41.5	TBC
2.0 TIVCT hybrid 187	184	116	9.2	40.9-52.3	TBC
2.0 TDCi Duratorq 150	148	128-130	10.8-11.1	36.7-61.4	TBC
2.0 TDCi Duratorq 180	177	138	9.9	36.7-56.5	TBC
2.0 TDCi D'torq 180 AWD	177	137	10.0	34.9-52.3	TBC

Mustang 2dr coupé/open £38,795-£51,045 ★★★★☆
American muscle built for the UK. What's not to like? **LxWxH** 4784x1916x1381 **Kerb weight** 1653kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.3 Ecoboost	286	145	5.8	30.1-32.5	TBC
5.0 V8	444	155	4.8	23.2-25.7	TBC
5.0 V8 Bullitt	453	163	4.6	23.9	TBC

C-Max 5dr MPV £22,300-£28,795 ★★★½☆
A fun-to-drive and easy-to-live-with five-seat MPV. **LxWxH** 4379x1828x1610 **Kerb weight** 1391kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0T Ecoboost 100	98	108	12.6	37.2-42.2	TBC
1.0T Ecoboost 125	123	116	11.4	37.2-42.2	TBC
1.5T Ecoboost 150	148	134	10.2	30.4-33.6	TBC
1.5 TDCi Duratorq 120	118	113-114	11.3-12.4	41.5-48.7	TBC

Grand C-Max 5dr MPV £23,900-£30,460 ★★★★☆
Mid-sized Ford handles well and can be had in five- or seven-seat form. Good value, too. **LxWxH** 4379x1828x1610 **Kerb weight** 1493kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0T Ecoboost 100	98	107	13.6	37.2-39.8	TBC
1.0T Ecoboost 125	123	115	12.2	37.2-39.8	TBC
1.5T Ecoboost 150	148	123	10.2	30.4-32.1	TBC
1.5 TDCi Duratorq 120	118	111-112	12.3-13.4	41.5-45.6	TBC

S-Max 5dr MPV £30,490-£42,470 ★★★★☆
Better to drive and better looking than most but not quite the class leader it was. **LxWxH** 4976x1916x1655 **Kerb weight** 1645kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 TDCi EcoBlue 150	148	123	10.3	34.0-53.3	TBC
2.0 TDCi EcoBlue 190	188	129	9.5	35.8-48.7	TBC
2.0 TDCi EcoBlue 190 AWD	188	128	9.8	31.7-46.3	TBC

Galaxy 5dr MPV £33,210-£39,070 ★★★½☆
Huge seven-seat MPV. Easy to place on the road but not cheap to buy. **LxWxH** 4848x1916x1747 **Kerb weight** 1708kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 TDCi EcoBlue 150	148	122-123	10.9	33.6-52.3	TBC
2.0 TDCi EcoBlue 190	188	129-131	9.6-9.8	35.8-52.3	TBC
2.0 TDCi EcoBlue 190 AWD	188	128	10.6	31.7-44.8	TBC

EcoSport 5dr SUV £17,850-£23,000 ★★★☆☆
Facelifted version of the pumped-up Fiesta is okay, but developing-world roots show. **LxWxH** 4096x1765x1653 **Kerb weight** 1280kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0T Ecoboost 100	98	105	11.9	39.8-44.1	TBC
1.0T Ecoboost 125	123	111	11.0-11.6	34.4-44.1	TBC
1.0T Ecoboost 140	138	115	10.2	39.8-43.5	TBC
1.5 TDCi EcoBlue 100	99	105	13.6	48.7-56.5	TBC

Kuga 5dr SUV £23,375-£37,200 ★★★★½
Bigger and sharper-looking than before but still retains its taut, responsive handling. **LxWxH** 4524x1838x1689 **Kerb weight** 1560kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 Ecoboost 120	118	112	12.5	34.9-35.3	TBC
1.5 Ecoboost 150	148	121	9.7	28.2-35.3	TBC
1.5 Ecoboost 176 AWD	174	124	10.1	28.5-29.1	TBC
1.5 TDCi 120	118	106-108	12.4-12.7	44.1-46.3	TBC
1.5 TDCi 150	148	119-121	9.9-10.1	37.2-39.2	TBC
1.5 TDCi 180 AWD	177	124-126	9.2-10.0	35.3-38.7	TBC

Edge 5dr SUV £37,020-£46,035 ★★★½☆
Mid-sized, US-developed SUV joins Ford's fleet to take on Europe's big SUVs. **LxWxH** 4808x1928x1692 **Kerb weight** 1912kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 EcoBlue 150	148	129	11.2	38.2-42.2	TBC
2.0 EcoBlue 238	235	134	9.6	34.4-41.5	TBC

GT 2dr coupé £420,000 ★★★★☆
The GT is back as a race car for the road. Compelling if not perfect. **LxWxH** 4808x1928x1692 **Kerb weight** 1912kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.5 V6 Ecoboost	650	216	3.0	TBC	TBC

Ranger 4dr pick-up £25,924-£48,784 ★★★★☆
Capable pick-up becomes off-road monster in Raptor spec, but loses VAT incentives. **LxWxH** 5277x1977x1703 **Kerb weight** 1866kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 EcoBlue 130	128	106	13.5	42.8	173
2.0 EcoBlue 170	158	109	11.8	40.4-43.5	184-207
2.0 EcoBlue 213	210	106	10.5	TBC	201-233
3.2 Duratorq TDCI 200	197	109	10.6	32.1-36.2	221-231

GINETTA

G40 Club Car 2dr coupé £35,000 (+champ pack) ★★★½☆
A balanced, affordable and fine-looking track-day car. Some of the finish isn't quite up to snuff. **LxWxH** TBC **Kerb weight** 840kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.8 Zetec	135	125	TBC	TBC	TBC

HONDA

Jazz 5dr hatch £14,600-£19,810 ★★★★☆
Not the most compact or vivacious but has decent handling and is cleverly packaged. **LxWxH** 3995x1694x1550 **Kerb weight** 1066kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.3 i-VTEC	99	113-118	11.2-12.3	48.7	TBC
1.5 i-VTEC	128	113-118	8.7-10.1	42.8	TBC

Civic 5dr hatch £19,305-£34,075 ★★★★☆
A fresh look while remaining practical, refined and upmarket. Lacks some dynamism. **LxWxH** 4518x1799x1434 **Kerb weight** 1275kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 VTEC Turbo 126PS	124	125-126	10.2-11.2	47.9	TBC
1.5 VTEC Turbo 182PS	179	125-136	8.2-8.5	46.3	TBC
1.6 i-DTEC 120PS	118	125	10.1	62.8	TBC
2.0 VTEC Turbo Type R	315	169	5.8	33.2	TBC

Civic 4 door 4dr saloon £19,905-£28,155 ★★★★☆
Saloon bodystyle gives Civic a more upmarket feel, without hurting its refined drive. **LxWxH** 4648x1799x1416 **Kerb weight** 1314kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 VTEC Turbo 126PS	124	130	10.7	47.9	TBC
1.6 i-DTEC 120PS	118	125	9.9	64.2	TBC

HR-V 5dr SUV £20,040-£29,615 ★★★½☆
Cleverly packaged and comfortable. Bland performance and forgettable, though. **LxWxH** 4294x1772x1605 **Kerb weight** 1241kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 i-VTEC 130PS	128	116-119	10.2-11.4	42.2	TBC
1.5 i-VTEC Turbo 182PS	180	134	7.8	47.1-47.9	TBC
1.6 i-DTEC	120	119	10.0	54.3-56.5	TBC

CR-V 5dr SUV £26,310-£38,830 ★★★★☆
Tardis-like SUV stalwart has lots of space for five and a big boot. **LxWxH** 4605x1820x1685 **Kerb weight** 1515kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 i-VTEC	171	130	9.3	38.7	TBC
1.5 i-VTEC AWD	171	124-129	9.8-10.0	32.5-36.2	TBC
2.0 i-MMD hybrid	181	112	9.2	40.9	TBC

NSX 2dr coupé £144,755 ★★★★½
Honda's supercar given a modern reboot, and it's some piece of engineering. **LxWxH** 4487x1939x1204 **Kerb weight** 1725kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.5 V6 hybrid	573	191	2.9	TBC	TBC

HYUNDAI

i10 5dr hatch £9895-£14,425 ★★★★☆
Prioritises maturity over fun, resulting in a car that is practical and well-priced. **LxWxH** 3665x1660x1500 **Kerb weight** 933kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 DOHC	64	97	14.7	50.4	TBC
1.2 DOHC	84	103-109	12.1-13.8	40.9-46.3	TBC

i20 5dr hatch £13,995-£18,645 ★★★★☆
Combines decent performance with good practicality and running costs. **LxWxH** 4035x1734x1474 **Kerb weight** 980kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 T-GDI 100	98	113-117	10.8-11.4	47.9-49.6	TBC
1.0 T-GDI 120	118	118	10.2	46.3	TBC
1.2 MPI 75	74	99	13.6	46.3	TBC
1.2 MPI 84	83	106	12.8	45.6-46.3	TBC

i30 5dr hatch £17,125-£29,495 ★★★½☆
As good as we've come to expect from Hyundai, but not one inch better. **LxWxH** 4340x1795x1455 **Kerb weight** 1194kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 T-GDi 120	118	118	11.1	45.6	TBC
1.4 T-GDi 140	138	127-130	8.9-9.2	42.2-46.3	TBC
1.6 CRDi 115	113	118	11.0-11.2	58.9-60.1	TBC
2.0 T-GDi 250 N	247	155	6.4	34.9	TBC
2.0 T-GDi 275 N Performance	272	155	6.1	34.0	TBC

i30 Fastback 4dr saloon £20,435-£29,995 ★★★½☆
Combines good looks with sensible practicalities and dynamic charm. **LxWxH** 4455x1795x1425 **Kerb weight** 1287kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 T-GDi 120	118	117	11.5	54.3	TBC
1.4 T-GDI 140	138	129	9.2	49.6-52.3	TBC
2.0 T-GDI 275 N	272	155	6.1	34.0	TBC

i30 Tourer 5dr estate £17,625-£26,125 ★★★½☆
Another solid car. Good value and practical but lacks excitement. **LxWxH** 4585x1795x1465 **Kerb weight** 1245kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 T-GDi 120	118	117	11.4	47.9-49.6	TBC
1.4 T-GDi 140	138	126-129	9.2-9.5	44.8-46.3	TBC
1.6 CRDi 110	108	117	11.3	58.9-60.1	TBC
1.6 CRDi 136	134	123	10.9	56.5-57.6	TBC

i40 4dr saloon £22,995-£29,125 ★★★½☆
Useful, inoffensive and well-priced, but don't expect any fireworks. **LxWxH** 4745x1815x1470 **Kerb weight** 1497kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 GDI 135	133	122	11.5	39.2	TBC
1.6 CRDi 115	113	117	12.0	56.6	TBC
1.6 CRDi 136	134	122	10.8-11.5	54.3	TBC

i40 Tourer 5dr estate £21,610-£29,630 ★★★½☆
A practical estate but still rather dull and ordinary. **LxWxH** 4775x1815x1470 **Kerb weight** 1514kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 GDI 135	133	121	11.6	38.2	TBC
1.6 CRDi 115	113	116	12.2	54.6	TBC
1.6 CRDi 136	134	121-122	11.0-11.7	52.3	TBC

Ioniq 5dr hatch £21,790-£32,045 ★★★½☆
First attempt at electrification for the masses is a good effort. **LxWxH** 4470x1820x1450 **Kerb weight** 1370kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 Hybrid 141	139	115	10.8-11.1	61.4-62.8	TBC
1.6 Plug-in Hybrid 141	139	110	10.6	247.8	TBC
Electric Motor	118	103	10.2	TBC	0

ix20 5dr hatch £15,750-£19,200 ★★★½☆
Usable high-roofed hatch is short on overall flair. **LxWxH** 4120x1765x1600 **Kerb weight** 1267kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 125	123	112	11.5	34.3-37.1	TBC

Kona 5dr hatch £17,100-£38,645 ★★★★☆
Hyundai's first crossover is the perfect blend of practicality, value and style. **LxWxH** 4165x1800x1550 **Kerb weight** 1233kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 T-GDi 120 2WD	118	112	12.0	44.1-44.8	TBC
1.6 T-GDi 177PS 4WD	175	127	7.9	34.0-33.6	TBC
1.6 CRDi 115 2WD	113	114	10.7	55.4-56.5	TBC
1.6 CRDi 136 2WD	134	119	10.2	52.3	TBC
Electric 39kWh	134	96	9.6	TBC	0
Electric 64kWh	201	104	7.6	TBC	0

Nexo 5dr SUV £65,995 ★★★½☆
Impressive effort that heads in the right direction for fuel cell cars. **LxWxH** 4670x2060x1640 **Kerb weight** 1814kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
95kW fuel cell	161	130	9.6	42mpkg	0

Tucson 5dr SUV £22,045–£34,945 ★★★½☆
Classy, roomy cabin and predictable handling. A very competitive SUV. **LxWxH** 4475x1850x1650 **Kerb weight** 1379kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 GDi 132PS	130	113	11.5	35.3	TBC
1.6 T-GDi 177PS	175	125-126	8.9-9.2	34.9-36.2	TBC
1.6 CRDi 115PS	113	109	13.7	48.7-49.6	TBC
1.6 CRDi 136PS	134	114-116	10.6-12.0	45.6-47.1	TBC
2.0 CRDi 185PS	182	125	9.5	40.9	TBC

Santa Fe 5dr SUV £33,425–£43,295 ★★★½☆
Another big Korean SUV with lots of space for not a lot of cash. Slick and comfy. **LxWxH** 4700x1880x1675 **Kerb weight** 1939kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.2 CRDi 200	197	127	9.3-9.4	38.7-43.5	TBC
2.2 CRDI 200 AWD	197	127	9.4-9.5	38.7-40.4	TBC

JAGUAR

XE 4dr saloon £31,505–£45,640 ★★★★½
Tops the pile thanks to outstanding driver appeal. Poised and engaging but refined. **LxWxH** 4672x1967x1416 **Kerb weight** 1450kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0d 163	160	132-133	8.3-8.9	47.8-50.7	TBC
2.0d 180	177	140	7.6-7.9	45.7-51.1	TBC
2.0d 180 AWD	177	140	7.8	40.8-44.7	TBC
2.0d 240 AWD	236	155	6.1	38.9-42.5	TBC
2.0t 200	197	148	7.2	32.5-35.1	TBC
2.0t 250	246	155	6.2	32.6-25.1	TBC
2.0t 300 AWD	295	155	5.4	30.0-33.2	TBC

XF 4dr saloon £34,950–£53,035 ★★★★½
Outstandingly broad-batted dynamically, plus a pleasant cabin. **LxWxH** 4954x1987x1457 **Kerb weight** 1545kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0d 163	160	132	8.7	46.1-50.4	TBC
2.0d 180	177	136	8.0-8.1	44.8-50.9	TBC
2.0d 180 AWD	177	136	8.4	40.2-44.4	TBC
2.0d 240 AWD	236	153	6.5	38.5-42.7	TBC
3.0d V6 300	295	155	6.2	40.8-43.2	TBC
2.0t 250	246	152	6.6	31.5-34.4	TBC
2.0t 300 AWD	295	155	5.8	29.9-32.6	TBC

XF Sportbrake 5dr estate £37,390–£55,035 ★★★★½
Superb XF is now available in the more practical Sportbrake form. It's a win-win. **LxWxH** 4954x1987x1496 **Kerb weight** 1660kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0d 163	160	136	9.3-9.4	45.8-48.2	TBC
2.0d 180	177	138	8.8	44.0-48.4	TBC
2.0d 180 AWD	177	136	8.9	39.3-43.1	TBC
2.0d 240 AWD	236	150	6.7	37.8-41.5	TBC
3.0d V6 300	295	155	6.6	40.1-42.1	TBC
2.0t 250	246	150	7.1	30.8-33.3	TBC
2.0t 300	295	155	6.1	28.9-31.0	TBC

XJ 4dr saloon £62,360–£83,105 ★★★★☆
Mixes dynamism and refinement so well, but not as spacious or cosseting as some. **LxWxH** 5130x1899x1460 **Kerb weight** 1835kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.0d V6 300	295	155	6.2	35.7-36.3	TBC

F-Type 2dr coupé £51,925–£113,085 ★★★★½
A full-blooded assault on Porsche's backyard, with noise, power and beauty. **LxWxH** 4482x1923x1311 **Kerb weight** 1525kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0t 300	295	155	5.7	30.3-31.2	TBC
3.0s V6 340	335	161	5.3-5.7	25.1-28.3	TBC
3.0s V6 380	374	171	4.9-5.5	24.6-26.6	TBC
3.0s V6 380 AWD	374	171	5.1	25.0-25.3	TBC
5.0s V8 550 R AWD	542	186	4.1	25.7-25.9	TBC
5.0s V8 575 SVR AWD	567	200	3.7	25.5	TBC

F-Type Convertible 2dr open £57,405–£118,575 ★★★★½
Costs serious money, but you get a serious car with a likeable wild side. **LxWxH** 4482x1923x1308 **Kerb weight** 1545kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0t 300	295	155	5.7	30.4-31.1	TBC
3.0s V6 340	335	161	5.3-5.7	27.4-27.9	TBC
3.0s V6 380	374	171	4.9-5.5	25.9-26.2	TBC
3.0s V6 380 AWD	374	171	5.1	25.0-25.4	TBC
5.0s V8 550 R AWD	542	186	4.1	25.7-26.0	TBC
5.0s V8 575 SVR AWD	567	195	3.7	25.5	TBC

E-Pace 5dr SUV £28,930–£46,060 ★★★★☆
Jaguar's second SUV looks enticing, but can it make an impact like the F-Pace's? **LxWxH** 4411x1984x1649 **Kerb weight** 1775kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 D150	148	124	9.5	39.1-42.6	TBC
2.0 D150 AWD	148	120	9.9-10.1	36.3-41.7	TBC
2.0 D180 AWD	177	127-128	8.7-9.4	36.1-41.1	TBC
2.0 D240 AWD	236	139	7.0	34.5-36.9	TBC
2.0 P200 AWD	198	134	7.7	27.8-30.1	TBC
2.0 P250 AWD	245	143	6.6	27.1-29.5	TBC
2.0 P300 AWD	295	151	5.9	26.2-28.1	TBC

F-Pace 5dr SUV £36,520–£74,835 ★★★★☆
Credible first SUV effort is as refined and dynamic as a Jaguar should be. **LxWxH** 4746x2070x1667 **Kerb weight** 1690kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0d 163	160	121	10.2	40.9-44.8	TBC
2.0 20d 180	177	129	8.5	39.9-43.4	TBC
2.0 20d 180 AWD	177	129	8.7	36.8-40.0	TBC
2.0 25d 240 AWD	236	135	7.2	35.4-38.5	TBC
3.0 V6 30d 300 AWD	295	150	6.2	34.2-36.6	TBC
2.0 25t 250 AWD	246	135	6.8	27.2-29.2	TBC
2.0 30t 300 AWD	295	145	6.0	26.2-28.0	TBC
5.0 V8 SVR 550 AWD	548	176	4.1	22.1	TBC

I-Pace 5dr SUV £64,495–£74,995 ★★★★½
Fast, refined and the first of its kind from a European manufacturer. **LxWxH** 4682x1895x1558 **Kerb weight** 2133kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
EV400	398	124	4.5	TBC	0

JEEP

Compass 5dr SUV £23,755–£35,325 ★★★☆☆
Wants to be a catch-all crossover, but is beaten by more road-focused rivals. **LxWxH** 4394x2033x1629 **Kerb weight** 1430kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.4 Multiair II 140	138	119	9.9	TBC	TBC
1.4 Multiair II 170 4WD	167	124	9.5	TBC	TBC
1.6d MultiJet II 120	118	115	11.0	TBC	TBC
2.0d MultiJet II 140 4WD	138	118	10.1	TBC	TBC
2.0d MultiJet II 170 4WD	167	122	9.5	TBC	TBC

Renegade 5dr SUV £23,500–£31,400 ★★★½☆
Middling compact crossover with chunky looks but no obvious charm. **LxWxH** 4236x1805x1667 **Kerb weight** 1346kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 GSE T3 120	118	115	11.2	38.2	TBC
1.3 GSE T4 150	148	122	9.4	38.2-39.8	TBC
1.6d MultiJet II 120	118	111	10.2	45.6-48.7	TBC
2.0d MultiJet II 140 4WD	138	113	9.5-10.2	37.7-40.4	TBC
2.0d MultiJet II 170 4WD	167	122	8.9	35.8	TBC

Cherokee 5dr SUV £35,750 ★★½☆☆
Hamstrung by poor UK specification. Uninspiring but practical and roomy. **LxWxH** 4624x1859x1670 **Kerb weight** 1738kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.2d MultiJet 185 4WD	182	127	8.8	TBC	TBC

Grand Cherokee 5dr SUV £49,880 ★★★½☆
The best Jeep on sale by some margin. Comfortable and well-equipped. **LxWxH** 4828x1943x1792 **Kerb weight** 2266kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.0 MultiJet 250 4WD	247	126	8.2	TBC	TBC

Wrangler 2dr/4dr SUV £44,865–£48,365 ★★★★☆
Heavy-duty off-roader goes anywhere, but lacks on-road manners. **LxWxH** 4223x1873x1840 **Kerb weight** 1827kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.2d MultiJet II 200 4WD	197	114	9.5	28.8-30.4	TBC

KIA

Picanto 5dr hatch £9720–£14,720 ★★★☆☆
Nice drive and cabin, but now overshadowed by rivals. **LxWxH** 3595x1406x1485 **Kerb weight** 935kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 MPi	66	100	13.8	49.6-50.4	127-129
1.0 T-GDi	99	112	10.1	48.7	133
1.25 MPi	83	100-107	11.6-13.2	42.2-49.6	129-151

Rio 5dr hatch £12,220–£18,010 ★★★½☆
Looks great and is well-priced, but nowhere near its European rivals. **LxWxH** 4065x1725x1445 **Kerb weight** 1155kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 T-GDi 99	99	115	10.3	48.7	132-133
1.0 T-GDi 118	118	118	9.8	44.8-47.1	137-142
1.25 MPi	83	107	12.5	45.6-46.3	138-140
1.4 MPi	98	103-108	11.8-13.4	42.2-46.3	138-151

Ceed 5dr hatch £18,295–£27,185 ★★★★☆
Third-generation hatchback can now compete for class honours. **LxWxH** 4310x1800x1447 **Kerb weight** 1315kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 T-GDi 118	118	116	10.9	47.9-50.4	127-134
1.4 T-GDi 138	138	128-130	8.6-8.9	43.5-46.3	139-148
1.6 T-GDI 201	201	142	7.5	38.2	169
1.6 CRDi 114	114	118	10.6	57.6-58.9	126-129
1.6 CRDI 134	134	122	10.2	57.6	129

Ceed Sportswagon 5dr estate £19,295–£28,600 ★★★★☆
All of the above, but with cavernous, more practical load space. **LxWxH** 4600x1800x1465 **Kerb weight** 1389kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 T-GDi 118	118	118	10.9	47.1	136-137
1.4 T-GDi 138	138	128-130	8.8-9.1	44.1-45.6	141-146
1.6 CRDi 114	114	119	10.7	56.5-58.9	127-132

Proceed 5dr hatch £23,840–£28,140 ★★★½☆
Alluring and interesting, but not quite as special to drive as it looks. **LxWxH** 4605x1800x1422 **Kerb weight** 1405kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.4 T-GDI 138	138	127-130	8.8-9.1	42.8-45.6	142-150
1.6 T-GDI 201	201	140	7.2	39.3	163
1.6 CRDI 134	134	124	9.8-10.0	54.3-56.5	132-136

Soul 5dr hatch £14,725–£30,495 ★★★½☆
Looks divide opinion. Better value now but still hardly the best option. **LxWxH** 4140x1800x1600 **Kerb weight** 1275kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 GDi 130	130	115	10.6	TBC	TBC
1.6 T-GDi 201	201	122	7.5	TBC	TBC
1.6 CRDi 134	134	112-113	10.7-10.8	TBC	TBC
27kWh Electric Drive	109	90	11.0	TBC	0

Optima 4dr saloon £22,260–£25,700 ★★★☆☆
Looks the part but is well off the pace set by its European rivals. **LxWxH** 4855x1860x1465 **Kerb weight** 1590kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 CRDi 134	134	121-122	10.6-11.2	53.3-54.3	137-139

Optima Sportswagon 5dr estate £23,100–£38,995 ★★★☆☆
Engine and finish leave it well behind rival European estates. **LxWxH** 4855x1860x1465 **Kerb weight** 1620kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 CRDi 134	134	124	9.8-10.7	51.4-52.3	140-143
2.0 T-GDi 241	241	144	7.3	30.4	211
2.0 GDi PHEV	202	119	9.1	188.3	34

Stinger 4dr saloon £32,435–£40,535 ★★★½☆
Sleek coupé-shaped saloon has the appeal and dynamics to rival Europe's best. **LxWxH** 4830x1870x1400 **Kerb weight** 1717kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 T-GDi	244	149	5.8	29.4	217
3.3 V6 T-GDi	365	168	4.7	27.7	233
2.2 CRDi	197	143	7.3	40.9	179

Venga 5dr hatch £15,625–£19,520 ★★★☆☆
A versatile interior, but firm ride and high price disappoint. **LxWxH** 4075x1765x1600 **Kerb weight** 1253kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6	123	111-115	10.4-11.1	34.4-37.2	172-187

Carens 5dr MPV £19,505–£28,445 ★★★½☆
Nicely up to scratch without feeling cheap or austere, but no class leader. **LxWxH** 4525x1805x1605 **Kerb weight** 1483kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 GDi	133	115	10.9	TBC	TBC
1.7 CRDi 114	114	110	12.7	TBC	TBC
1.7 CRDi 139	139	117-120	10.0-10.9	TBC	TBC

Niro 5dr SUV £23,490–£30,845 ★★★½☆
Kia's first full hybrid is a solid attempt, but it lacks the refinement of better rivals. **LxWxH** 4355x1805x1545 **Kerb weight** 1500kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 GDi Hybrid	139	101	11.1	TBC	TBC
1.6 GDi Hybrid PHEV	139	107	10.4	TBC	TBC

Stonic 5dr SUV £16,540–£21,200 ★★★½☆
Kia's first crossover is striking and reasonably good considering the value. **LxWxH** 4140x1760x1520 **Kerb weight** 1160kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.4 MPI	98	107	12.2	45.6	141
1.0 T-GDi	118	115	9.9	46.3-47.1	137-138
1.6 CRDI	108	112	10.9	57.6	128

Sportage 5dr SUV £20,305–£34,545 ★★★½☆
Good ride, handling and usability. Looks good and is decent value. **LxWxH** 4480x1855x1635 **Kerb weight** 1454kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 GDi	130	113	11.1	34.9-35.7	179-184
1.6 T-GDi	174	127	8.9	34.4-34.9	184-187
1.6 T-GDI AWD	174	125-126	8.8-9.2	31.7-32.5	198-203
1.6 CRDi 114	114	109	11.4	49.6	150
1.6 CRDi 134	134	112	10.8-11.4	44.8-47.1	158-167
1.6 CRDI 134 AWD	134	112	11.6	42.8-43.5	169-173
2.0 CRDi 182 48V AWD	182	125	9.2	39.8-40.4	183-186

Sorento 5dr SUV £30,225–£42,925 ★★★★☆
Kia moves upmarket with a smart, well-priced and nicely appointed seven-seater. **LxWxH** 4780x1890x1685 **Kerb weight** 1932kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.2 CRDi	197	127	9.0-9.6	37.7-41.5	177-196

KTM

X-Bow 0dr open £57,345–£70,717 ★★★★☆
Eccentric looks and sharp handling but expensive. **LxWxH** 3738x1915x1202 **Kerb weight** 847kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 R	290	143	3.9	TBC	TBC
2.0 GT	280	143	4.1	TBC	TBC

LAMBORGHINI

Huracán 2dr coupé £162,900–£238,000 ★★★★☆
Junior Lambo mixes usability and drama skilfully. Performante is the most rounded. **LxWxH** 4459x1924x1165 **Kerb weight** 1389kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
5.2 V10	572	198	3.4	21.4	332
5.2 V10 Evo	631	201	2.9	20.3	332
5.2 V10 Performante	631	201	2.9	19.7	357

Aventador 2dr coupé £278,000–£360,000 ★★★★☆
Big, hairy V12 has astonishing visuals and performance. Handling could be sweeter. **LxWxH** 4797x2030x1136 **Kerb weight** 1575kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
6.5 V12 S	730	217	2.9	15.4	499
6.5 V12 SVJ	759	217	2.8	15.8	486

Urus 2dr coupé £159,925 ★★★★☆
Lambo's second SUV is more alluring and aims to use the V8's power better. **LxWxH** 5112x2016x1638 **Kerb weight** 2200kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
4.0 V8	631	189	3.6	22.2	325

LAND ROVER

Range Rover Evoque 5dr SUV £31,295–£49,565 ★★★★☆
Refined, luxurious baby Range Rover has matured for its second generation. **LxWxH** 4371x1996x1649 **Kerb weight** 1891kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 eD4	145	113	10.6	TBC	TBC
2.0 P200	198	134	8.0	29.1-31.3	TBC
2.0 P250	248	143	7.0	29.1-31.2	TBC
2.0 P300	298	150	6.3	28.9-30.9	TBC
2.0 D150	148	125	10.5	42.1-44.9	TBC
2.0 D150 AWD	148	122	11.2	39.9-40.0	TBC
2.0 D180	178	127	9.3	38.2-41.5	TBC
2.0 D240	238	140	7.2	37.8-40.9	TBC

Range Rover Velar 5dr SUV £45,260–£86,685 ★★★★☆
Dubbed the most car-like Landie ever and it doesn't disappoint. Expensive. **LxWxH** 4803x2032x1665 **Kerb weight** 1829kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 P250	248	135	7.1	27.7-30.8	TBC
2.0 P300	298	145	6.2	26.9-29.8	TBC
5.0 V8 P550 SVAD	548	170	4.5	23.0	TBC
2.0 D180	178	120	8.9	37.8-42.0	TBC
2.0 D240	238	135	7.4	36.5-41.1	TBC
3.0 V6 D275	272	135	7.0	34.7-38.0	TBC
3.0 V6 D300	298	150	6.7	34.7-38.0	TBC

Range Rover Sport 5dr SUV £68,155–£101,810 ★★★★½
Bigger and better; a cut-price Range Rover rather than a jumped-up Discovery. **LxWxH** 4850x2073x1780 **Kerb weight** 2111kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 P300	298	125	7.3	24.0-26.1	TBC
2.0 P400e PHEV	401	137	6.7	75.3-86.9	TBC
3.0 P400	398	140	6.2	24.9-27.4	TBC
5.0 V8 P525	522	155	5.3	18.9-20.2	TBC
5.0 V8 P575 SVR	572	176	4.5	18.9	TBC
3.0 SDV6	302	140	7.1	28.5-32.0	TBC
4.4 SDV8	336	140	7.2	25.5-27.0	TBC

Range Rover 5dr SUV £83,655–£115,875 ★★★★½
Wherever you are, the Rangie envelops you in a lavish, invincible sense of occasion. **LxWxH** 4999x2220x1835 **Kerb weight** 2249kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.0 SVD6	272	130	7.9	29.1-31.5	TBC
4.4 SDV8	336	135	7.3	25.4-26.6	TBC
3.0 P400	398	140	6.3	25.1-26.7	TBC
2.0 P400e	399	137	6.8	75.7-85.1	TBC
5.0 V8 P525	522	155	5.4	18.9-20.0	TBC
5.0 V8 P565 SVAD	562	155	5.4	18.9	TBC

Discovery Sport 5dr SUV £31,575–£42,475 ★★★★½
Seven seats, at home on-road and off-road, plus new-found desirability. **LxWxH** 4599x2069x1724 **Kerb weight** 1732kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 D150	148	121	10.5	42.0-47.8	TBC
2.0 D150 AWD	148	118	10.7	38.0-40.9	TBC
2.0 D180	178	126	9.1	37.3-40.4	TBC
2.0 D240	238	137	7.2	36.6-39.6	TBC
2.0 P200	198	129	8.5	28.5-30.8	TBC
2.0 P250	247	140	7.1	28.4-30.5	TBC

Discovery 5dr SUV £47,745–£57,360 ★★★★½
The country bumpkin given elocution lessons without losing its rugged capabilities. **LxWxH** 4970x2073x1888 **Kerb weight** 2115kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 SD4	234	121	8.0	TBC	TBC
3.0 V6 Td6	251	130	7.7	TBC	TBC
2.0 Si4	295	125	7.3	TBC	TBC

LEXUS

CT 5dr hatch £25,150–£31,250 ★★★★☆
Hybrid-only hatch has a pokey cabin and mismatched character traits. **LxWxH** 4350x1765x1445 **Kerb weight** 1465kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.8 VVT-i CT200h	134	112	10.3	53.2-54.3	TBC

ES 4dr saloon £35,150-£45,650 ★★★½☆
Gatecrashes the German-controlled saloon market in a way the GS could never manage. **LxWxH** 4975x1865x1445 **Kerb weight** 1680kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.5 VVT-i ES300h	218	112	8.9	48.7-53.2	TBC

IS 4dr saloon £31,895–£40,995 ★★★½☆
Sleek compact executive car is well-made and interesting but still a left-field choice. **LxWxH** 4680x1810x1430 **Kerb weight** 1620kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.5 VVT-i IS300h	220	125	8.3	44.1-50.0	TBC

LS 4dr saloon £73,270–£98,670 ★★★½☆
Luxury saloon gets more tech and opulence but is let down by its hybrid powertrain. **LxWxH** 5235x1900x1460 **Kerb weight** 2270kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.5 V6 VVT-i LS500h	348	155	5.4	35.7-36.2	TBC

RC 2dr coupé £39,145–£69,690 ★★★½☆
An also-ran, but the V8 RC F packs plenty of character and handles well enough. **LxWxH** 4695x1840x1395 **Kerb weight** 1736kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.5 VVT-I RC300h	220	118	8.6	40.9-45.5	TBC
5.0 V8 RC F	470	168	4.5	25.0	TBC

LC 2dr coupé £76,595–£91,995 ★★★★☆
Superb-looking coupé shows flickers of what made the LFA great. **LxWxH** 4770x1920x1345 **Kerb weight** 1935kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
5.0 V8 LC500	470	168	4.4	24.4	TBC
3.5 V6 LC500h	354	155	4.7	34.8	TBC

NX 5dr SUV £35,950–£45,500 ★★★☆☆
Some good ideas, but dramatically off the pace to drive. **LxWxH** 4630x1845x1645 **Kerb weight** 1905kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.5 VVT-I NX300h 4WD	194	112	9.2	35.7-37.1	TBC

RX 5dr SUV £49,700–£61,700 ★★★½☆
Low flexibility, but hybrid option makes a degree of economic sense. **LxWxH** 4890x1895x1690 **Kerb weight** 2100kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.5 V6 RX450h	308	124	7.7	35.3-37.1	120-127

UX 5dr SUV £29,905-£40,355 ★★★½☆
Refreshingly different premium SUV is a credible, if not class-leading, alternative. **LxWxH** 4495x1840x1520 **Kerb weight** 1620kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 250h	181	110	8.5	46.3-53.3	TBC

LOTUS

Elise 2dr open £41,655- £49,555 ★★★★☆
A delicate, vivid and unfettered drive; if you want a daily driver, shop elsewhere. **LxWxH** 3824x1719x1117 **Kerb weight** 830kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.8 VVT-i 220	217	145	4.2	36.7	TBC
1.8 VVT-i 246	242	151	3.8	36.2	TBC

Exige 2dr coupé £62,285-£103,285 ★★★★½
Sharp, uncompromising track car. Unforgiving on the road. **LxWxH** 4084x1802x1129 **Kerb weight** 1125kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.5 V6 VVT-i 350	345	162-170	3.8-3.9	28.2	TBC
3.5 V6 VVT-i 380	374	170-178	3.6-3.7	27.7	TBC
3.5 V6 VVT-i 430	428	180	3.2	27.7	TBC

Evora 2dr coupé £88,065 ★★★★☆
Dynamically it puts nearly everything else in the shade. Shame about the interior. **LxWxH** 4084x1802x1129 **Kerb weight** 1395kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.5 V6 VVT-i 410	404	174-190	4.1-4.2	25.7-26.7	TBC

MASERATI

Ghibli 4dr saloon £53,415–£57,325 ★★★☆☆
Maser's compact exec has the allure but lacks power and is poorly finished in places. **LxWxH** 4971x1945x1461 **Kerb weight** 1810kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.0d V6	271	155	6.3	33.2-35.7	TBC
3.0 V6	345	166	5.5	23.5-24.9	TBC

GranTurismo 2dr coupé £92,230-£107,865 ★★★☆☆
Not short on richness or desirability and well capable of stirring the soul. **LxWxH** 5652x1948x1481 **Kerb weight** 1873kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
4.7 V8	453	185	4.8	TBC	TBC

GranCabrio 2dr open £106,285–£114,330 ★★★☆☆
Fantastic looks and soundtrack but an average chassis overall. **LxWxH** 4971x1945x1461 **Kerb weight** 1973kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
4.7 V8	453	177-179	4.9-5.0	TBC	TBC

Quattroporte 4dr saloon £76,050–£86,675 ★★★☆☆
Now a full-sized executive limo, with some added flair. Off the pace in several key areas. **LxWxH** 5264x1948x1481 **Kerb weight** 1860kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.0d V6	271	155	6.4	33.2-35.7	TBC
3.0 V6	339	167	5.1	23.5-24.9	TBC

Levante 4dr SUV £58,315–£72,525 ★★★☆☆
Italian flair and good looks in abundance, but diesel not as sonorous as petrols. **LxWxH** 5003x1968x1679 **Kerb weight** 2109kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.0d V6	271	143	6.9	29.1-30.0	189
3.0 V6	339	156	6.0	20.7-22.4	249
3.0 V6 S	424	164	5.2	20.9-22.4	253

MAZDA

2 5dr hatch £13,595–£17,395 ★★★★☆
Grown-up, well-made and drives with charm and vigour; engines aren't brilliant. **LxWxH** 4060x1695x1495 **Kerb weight** 1075kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 Skyactiv-G 75	74	106	12.1	49.6	TBC
1.5 Skyactiv-G 90	88	110-114	9.4-12.0	49.6	TBC
1.5 Skyactiv-G 115	113	124	8.7	48.7	TBC

3 5dr hatch £20,595–£24,995 ★★★★☆
Pleasing dynamism teamed with good practicality and punchy diesel engines. **LxWxH** 4060x1695x1495 **Kerb weight** 1351kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 Skyactiv-G 120	118	121	8.9	43.5	TBC
2.0 Skyactiv-G 165	162	130	8.2	37.7	TBC
1.5 Skyactiv-D 105	103	115	11.0	65.7	TBC
2.2 Skyactiv-D 150	148	130	8.1	47.1	TBC

3 Fastback 4dr saloon £20,595–£21,495 ★★★★☆
Refined and dynamically satisfying in a saloon bodystyle. **LxWxH** 4060x1695x1495 **Kerb weight** 1345kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 Skyactiv-G 120	118	123	8.8	43.5	TBC

6 4dr saloon £23,195–£32,685 ★★★½☆
A compelling mix of size, economy and performance. Interior is a let-down. **LxWxH** 4870x1840x1450 **Kerb weight** 1465kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 Skyactiv-G 145	143	129	9.5	40.3-42.2	TBC
2.0 Skyactiv-G 165	162	135	9.1	42.2	TBC
2.5 Skyactiv-G 194	191	138	8.1	38.2	TBC
2.2 Skyactiv-D 150	148	130	9.1	55.4	TBC
2.2 Skyactiv-D 184	181	140	7.9	47.9-53.5	TBC

6 Tourer 5dr estate £24,095–£33,585 ★★★½☆
Attractively styled but only average to drive. **LxWxH** 4805x1840x1480 **Kerb weight** 1465kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 Skyactiv-G 145	143	129	9.5	41.5	TBC
2.0 Skyactiv-G 165	162	135	9.1	41.5	TBC
2.5 Skyactiv-G 194	191	138	8.1	37.2	TBC
2.2 Skyactiv-D 150	148	130	9.1	47.1-53.3	TBC
2.2 Skyactiv-D 184	181	140	7.9	47.1-51.4	TBC

CX-3 5dr SUV £18,995–£24,995 ★★★★☆
Another supermini SUV with a sporting bent. Quite pricey but nicely appointed. **LxWxH** 4275x1765x1535 **Kerb weight** 1230kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 Skyactiv-G 121	118	119	9.0	42.8	TBC
2.0 Skyactiv-G 150	148	124	8.8	34.9-38.2	TBC
1.5 Skyactiv-D 115	103	114	9.9	54.3	TBC

CX-5 5dr SUV £24,795-£34,395 ★★★★☆
Offers powerful diesel engines and strong performance, plus a welcoming interior. **LxWxH** 4550x1840x1675 **Kerb weight** 1575kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 Skyactiv-G 165	162	125	10.3	36.7-38.2	TBC
2.2 Skyactiv-D 150	148	112-127	9.4-10.3	43.5-49.6	TBC
2.2 Skyactiv-D 184	181	129	9.6	39.8-42.8	TBC

MX-5 2dr open £18,995-£25,795 ★★★★★
Brilliantly packaged, priced and perfectly poised but more vibrant than the original. **LxWxH** 3915x1735x1225 **Kerb weight** 1050kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 Skyactiv-G 132	129	127	8.3	44.1	TBC
2.0 Skyactiv-G 184	181	136	6.5	40.4	TBC

MX-5 RF 2dr open £22,595-£29,195 ★★★★★
Remains perfectly poised and vibrant, even with a folding metal roof. **LxWxH** 3915x1735x1230 **Kerb weight** 1090kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 Skyactiv-G 132	129	126	8.6	44.1	TBC
2.0 Skyactiv-G 184	181	124-126	7.9-8.7	37.7-40.4	TBC

McLAREN

540C 2dr coupé £126,055 ★★★★☆
The affordable end of McLaren's spectrum isn't any less enthralling to drive. **LxWxH** 4530x2095x1202 **Kerb weight** 1449kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.8 V8	533	199	3.5	23.2	276

570S 2dr coupé/open £145,305-£164,750 ★★★★★
Blisteringly fast and exciting supercar-slayer with hugely appealing handling. **LxWxH** 4530x2095x1202 **Kerb weight** 1440kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.8 V8	562	204	3.1	23.2	276

570GT 2dr coupé £154,000 ★★★★★
The 570GT retains the lusty, fast appeal of its sister car, even with added practicality. **LxWxH** 4530x2095x1201 **Kerb weight** 1498kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.8 V8	562	204	3.3	23.2	276

600LT 2dr coupé £185,500 ★★★★★
Lighter, faster and more athletic than the 570S. McLaren at its very best. **LxWxH** 4604x2095x1191 **Kerb weight** 1356kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.8 V8	592	204	2.9	23.2	277

720S 2dr coupé £218,020 ★★★★★
The start of an era for McLaren and what a way to begin it is. **LxWxH** 4543x2059x1196 **Kerb weight** 1419kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
4.0 V8	710	212	2.9	23.2	276

GT 2dr coupé £163,000 ★★★★½
Woking's most user-friendly car to date is still a McLaren first and foremost. **LxWxH** 4683x2095x1213 **Kerb weight** 1530kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
4.0 V8	612	203	3.2	23.7	270

Senna 2dr coupé £750,000 ★★★★★
Astounding circuit performance made superbly accessible. **LxWxH** 4744x2155x1229 **Kerb weight** 1309kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
4.0 V8	789	208	2.8	22.7	280

MERCEDES-BENZ

A-Class 5dr hatch £23,075-£35,580 ★★★★☆
A little bit of luxury in a desirable, hatchback-sized package. **LxWxH** 4419x1992x1440 **Kerb weight** 1445kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.3 A180	136	134	9.2	42.2-47.9	TBC
1.3 A200	163	140	8.2	40.9-47.9	TBC
2.0 A220	187	149	6.9	37.7-41.5	TBC
2.0 A220 4Matic	187	146	6.9	35.8-39.8	TBC
2.0 A250	224	155	6.2	37.7-41.5	TBC
2.0 AMG A35 4Matic	302	155	4.7	33.6-35.8	TBC
1.5 A180d	116	126	10.5	53.3-61.4	TBC
2.0 A200d	148	137	8.1	53.3-58.9	TBC
2.0 A220d	187	146	7.0	52.3-57.7	TBC

A-Class Saloon 4dr saloon £26,725-£36,485 ★★★½☆
Larger, more grown-up A-Class adds premium touch to smallest Merc saloon. **LxWxH** 4549x1796x1446 **Kerb weight** 1465kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.3 A180	133	134	8.9	42.8-48.7	TBC
1.3 A200	161	143	8.1-8.3	42.8-48.7	TBC
2.0 A220	188	150	7.0	38.2-42.2	TBC
2.0 A220 4Matic	188	147	7.0	36.2-40.9	TBC
2.0 A250	222	155	6.3	38.2-42.2	TBC
2.0 AMG A35	302	155	4.8	32.9-36.7	TBC
1.5 A180d	114	128	10.6	56.5-64.2	TBC

B-Class 5dr hatch £26,975-£32,375 ★★★½☆
A slightly odd prospect, but practical and classy nonetheless. **LxWxH** 4393x1786x1557 **Kerb weight** 1395kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.3 B180	136	132	9.0	40.4-47.1	TBC
1.3 B200	163	139	8.2	39.8-46.3	TBC
1.5 B180d	116	124	10.7	51.4-60.1	TBC
2.0 B200d	148	136	8.3	51.4-57.7	TBC
2.0 B220d	187	145	7.2	50.4-56.5	TBC

C-Class 4dr saloon £30,845-£75,733 ★★★★☆
Merc ramps up the richness, but the engines and dynamics aren't refined enough. **LxWxH** 4686x1810x1442 **Kerb weight** 1450kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 C180	156	140	8.2-8.3	37.7-43.5	TBC
1.5 C200	181	149	7.7	37.7-43.5	TBC
1.5 C200 4Matic	181	145	8.1	35.3-39.8	TBC
2.0 C300	258	155	5.9	35.3-39.8	TBC
3.0 V6 AMG C43 4Matic	385	155	4.7	28.0-29.4	TBC
4.0 V8 AMG C63	469	155	4.1	25.5-25.9	TBC
4.0 V8 AMG C63 S	503	180	4.0	25.5-25.9	TBC
1.6 C200d	158	140	7.9-8.5	48.7-61.4	TBC
2.0 C220d	192	149	6.9	45.6-53.3	TBC
2.0 C220d 4Matic	192	145	6.9	40.9-47.9	TBC
2.0 C300d	241	155	5.9	43.5-49.6	TBC
2.0 C300d 4Matic	241	155	5.8	42.2-47.9	TBC

C-Class Estate 5dr estate £32,045-£79,528 ★★★★☆
Decent practicality and fantastic interior. It's a shame that it's only ordinary to drive. **LxWxH** 4702x1810x1457 **Kerb weight** 1495kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 C180	156	138-139	8.4-8.5	34.0-42.2	TBC
1.5 C200	181	146	7.9	36.7-40.9	TBC
1.5 C200 4Matic	181	143	8.4	34.5-38.7	TBC
2.0 C300	258	155	6.0	34.5-38.7	TBC
3.0 V6 AMG C43 4Matic	385	155	4.8	27.4-28.8	TBC
4.0 V8 AMG C63	469	155	4.2	25.0-25.5	TBC
4.0 V8 AMG C63 S	503	174	4.1	24.8-25.5	TBC
1.6 C200d	158	137	8.2-8.7	47.1-57.7	TBC
2.0 C220d	192	145	7.0	44.8-51.4	TBC
2.0 C220d 4Matic	192	142	7.4	41.5-46.3	TBC
2.0 C300d	241	155	6.0	42.8-47.9	TBC
2.0 C300d 4Matic	241	155	6.0	41.5-47.1	TBC

C-Class Coupé 2dr coupé £35,285-£78,023 ★★★★☆
Nice balance of style, usability and driver reward. **LxWxH** 4696x1810x1405 **Kerb weight** 1505kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 C180	156	140	8.5	35.3-42.8	TBC
1.5 C200	181	149	7.9	37.7-42.2	TBC
1.5 C200 4Matic	181	145	8.4	35.3-39.8	TBC
2.0 C300	258	155	6.0	35.8-39.8	TBC
3.0 V6 AMG C43 4Matic	385	155	4.7	28.0-29.4	TBC
4.0 V8 AMG C63	469	155	4.0	25.0-25.5	TBC
4.0 V8 AMG C63 S	503	180	3.9	25.0-25.5	TBC
2.0 C220d	192	149	7.0	46.3-52.3	TBC
2.0 C220d 4Matic	192	145	7.3	42.8-47.9	TBC
2.0 C300d	241	155	6.0	44.1-49.6	TBC
2.0 C300d 4Matic	241	155	6.0	42.8-48.7	TBC

C-Class Cabriolet 2dr open £39,104-£83,036 ★★★★☆
Take all the good bits about the coupé and add the ability to take the roof off. Bingo. **LxWxH** 4686x1810x1409 **Kerb weight** 1645kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 C180	156	137-138	8.9	33.6-41.5	TBC
1.5 C200	181	146	8.5	36.2-40.4	TBC
1.5 C200 4Matic	181	143	8.8	33.2-38.2	TBC
2.0 C300	258	155	6.2	34.0-37.7	TBC
3.0 V6 AMG C43 4Matic	385	155	4.8	27.4-28.5	TBC
4.0 V8 AMG C63	469	155	4.2	24.6-24.8	TBC
4.0 V8 AMG C63 S	503	174	4.1	24.4-24.8	TBC
2.0 C220d	191	145	7.5	44.8-49.6	TBC
2.0 C220d 4Matic	191	142	7.8	40.9-46.3	TBC
2.0 C300d	242	155	6.3	42.2-47.1	TBC

E-Class 4dr saloon £38,065-£94,725 ★★★★☆
A wee bit pricey, and less sporting than its rivals, but still comfy and luxurious. **LxWxH** 4940x1852x1452 **Kerb weight** 1680kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 E220d	189	149	7.3	43.5-51.4	TBC
2.0 E220d 4Matic	189	149	7.5	42.8-47.9	TBC
2.0 E300e	329	155	5.5	134.5-156.9	TBC
2.0 E300de	312	155	5.7	176.6-201.8	TBC
3.0 E400d 4Matic	335	155	4.9	37.7-42.8	TBC
3.0 AMG E53 4Matic+	429	155	4.5	29.7-31.4	TBC
4.0 V8 AMG E63 S 4Matic+	594	155	3.4	22.8-23.7	TBC

E-Class Estate 5dr estate £40,065-£96,725 ★★★★☆
Far more practical than its rivals, but pricier and less sporty than those closest to it. **LxWxH** 4933x1852x1475 **Kerb weight** 1780kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 E220d	189	146	7.7	41.5-47.1	TBC
2.0 E220d 4Matic	189	145	7.8	40.9-44.8	TBC
2.0 E300de	312	155	5.8	166.2-176.6	TBC
3.0 V6 E400d 4Matic	335	155	5.1	37.2-40.9	TBC
2.0 E200	181	144	8.1	31.0-35.3	TBC
3.0 V6 AMG E53 4Matic+	429	155	4.5	29.4-30.7	TBC
4.0 V8 AMG E63 S 4Matic+	594	155	3.5	22.6-23.3	TBC

E-Class Coupé 2dr coupé £41,370-£64,740 ★★★★☆
Big, laid-back four-seat tourer. Borrows looks from the ravishing S-Class Coupé. **LxWxH** 4846x1860x1431 **Kerb weight** 1685kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 E300	237	155	6.4	31.0	TBC
2.0 E350	295	155	5.9	TBC	TBC
3.0 E450 4Matic	362	155	5.6	29.1-31.4	TBC
3.0 AMG E53 4Matic+	429	155	4.4	30.1-31.4	TBC
2.0 E220d	189	150	7.4	43.5-50.4	TBC
2.0 E220d 4Matic	189	149	7.6	42.2-47.1	TBC
3.0 E400d 4Matic	335	155	5.1	38.2-42.2	TBC

E-Class Cabriolet 2dr open £45,865-£69,235 ★★★★☆
Refined and sophisticated four-seater in the same mould as the S-Class Cabriolet. **LxWxH** 4846x1860x1429 **Kerb weight** 1780kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 E300	237	155	6.6	30.0	TBC
2.0 E350	295	155	6.1	TBC	TBC
3.0 E450 4Matic	362	155	5.8	28.8-30.7	TBC
3.0 AMG E53 4Matic	429	155	4.5	29.7-30.7	TBC
2.0 E220d	192	147	7.7	42.8-48.7	TBC
2.0 E220d 4Matic	192	145	7.9	41.5-45.6	TBC
3.0 E400d 4Matic	335	155	5.2	37.7-40.9	TBC

S-Class 4dr saloon £75,285-£189,260 ★★★★★
Mercedes has given the S-Class a refresh and an added boost of tech. **LxWxH** 5141x1905x1498 **Kerb weight** 1970kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.0 V6 S450 L	389	155	5.1	33.2-26.2	TBC
3.0 V6 S500 L	457	155	4.8	33.2-36.2	TBC
3.0 V6 S560e L	472	155	5.0	104.6-128.4	TBC
4.0 V8 AMG S63	594	155	4.3	23.2-24.4	TBC
6.0 V12 AMG S65	611	155	4.2	18.6	TBC
6.0 V12 S650 Maybach	611	155	4.7	19.5-20.0	TBC
2.9 S350d	282	155	6.0	38.7-44.1	TBC
2.9 S400d	335	155	5.4	38.7-44.1	TBC

S-Class Coupé 2dr coupé £105,875-£190,855 ★★★★☆
More tech and cleaner engines make the opulent luxury tourer more appealing. **LxWxH** 5027x1912x1414 **Kerb weight** 2065kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
4.0 V8 S560	455	155	4.6	26.4-27.7	TBC
4.0 V8 AMG S63	594	155	4.2	24.1-24.6	TBC
6.0 V12 AMG S65	611	155	4.1	18.6	TBC

S-Class Cabriolet 2dr open £117,670-£198,780 ★★★★☆
As above but with the added allure of a retractable fabric roof. **LxWxH** 5027x1912x1420 **Kerb weight** 2150kg

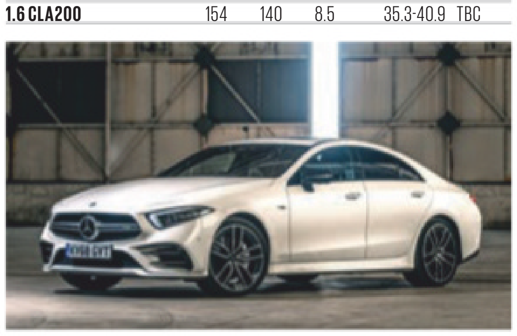
	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
4.0 V8 S560	455	155	4.6	26.4-27.2	TBC
4.0 V8 AMG S63	594	155	4.2	23.7-23.9	TBC
6.0 V12 AMG S65	611	155	4.1	18.6	TBC

CLA Coupé 4dr saloon £30,550-£43,235 ★★★★☆
May use A-Class underpinnings, but engineered to be much sportier to drive. **LxWxH** 4688x1830x1439 **Kerb weight** 1490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.3 CLA180	133	134	9.0	42.8-47.9	TBC
1.3 CLA200	161	142	8.2	42.8-47.9	TBC
2.0 CLA220	188	150	7.0	38.7-42.2	TBC
2.0 CLA220 4Matic	188	147	7.0	36.7-40.4	TBC
2.0 CLA250	222	155	6.3	38.7-42.2	TBC
2.0 AMG CLA35	302	155	4.9	34.9-37.2	TBC
1.5 CLA220d	188	152	7.1	53.3-57.7	TBC

CLA Shooting Brake 5dr estate £28,245-£47,635 ★★★½☆
The most practical of the A-Class range, but it suffers for its challenging styling. **LxWxH** 4640x1777x1435 **Kerb weight** 1430kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 CLA180	119	130	8.8-9.1	35.8-40.9	TBC
1.6 CLA200	154	140	8.5	35.3-40.9	TBC



	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 CLA220 4Matic	181	146	7.2	33.6-36.2	TBC
2.0 CLA45 AMG 4Matic	370	155	4.3	29.1-30.1	TBC
2.1 CLA220d	171	142	7.8	43.5-48.7	TBC
2.1 CLA220d 4Matic	171	140	7.8	41.5-45.6	TBC

CLS Coupé 4dr saloon £53,100-£84,120 ★★★★☆
Retains the sleek coupé style and has more tech – without losing its allure. **LxWxH** 4996x1896x1436 **Kerb weight** 1935kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 CLS350	313	155	6.0	32.1-34.9	TBC
3.0 CLS450 4Matic	356	155	4.8	31.4-34.0	TBC
3.0 V6 AMG CLS 53 4Matic+	429	155	4.5	30.1-31.0	TBC
3.0 CLS350d 4Matic	277	155	5.7	37.7-41.5	TBC
3.0 CLS400d 4Matic	330	155	5.0	37.7-41.5	TBC

SLC 2dr open £32,749-£48,400 ★★★½☆
Another small convertible exhibiting all the charm that a Mercedes should. **LxWxH** 4143x1810x1301 **Kerb weight** 1435kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 SLC180	152	139-140	7.9-8.1	37.2-42.8	TBC
2.0 SLC200	178	147-149	6.9-7.0	37.2-40.4	TBC
2.0 SLC300	237	155	5.8	35.3-37.2	TBC
3.0 V6 AMG SLC43	356	155	4.7	31.7-32.5	TBC

SL 2dr open £78,345-£119,045 ★★★★½
Big, luxurious drop-top is classier than a royal stud farm. Few feel more special. **LxWxH** 4631x1877x1315 **Kerb weight** 1735kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.0 V6 SL400	356	155	4.9	TBC	TBC
4.7 V8 SL500	442	155	4.3	25.9-26.9	TBC
5.5 V8 AMG SL63	568	155-186	4.1	23.2-23.5	TBC

AMG GT 2dr coupé/open £110,645-£178,765 ★★★★☆
Million-dollar looks and a railgun V8, but extremely firm chassis affects its usability. **LxWxH** 4544x1939x1287 **Kerb weight** 1615kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
4.0 V8 GT	462	188-189	4.0	23.0-23.5	TBC
4.0 V8 GT S	507	193	3.8	23.0-23.3	TBC
4.0 V8 GT C	541	196-197	3.7	21.9-22.1	TBC
4.0 V8 GT R	568	198	3.6	22.1	TBC

AMG GT 4-Door Coupé 4dr saloon £121,350-£135,350 ★★★★½
New four-door, four-wheel-drive GT may be a confusing car to contemplate, but it's a deeply impressive one to drive. **LxWxH** 5054x1953x1447 **Kerb weight** 2100kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
4.0 V8 GT63 4Matic+	585	193	3.4	21.4-22.6	TBC
4.0 V8 GT63 S 4Matic+	639	196	3.2	21.4-22.1	TBC

EQC 5dr SUV £65,640 ★★★★½
Brisk, tidy-handling electric SUV has everything needed to do well on UK roads. **LxWxH** 4762x1884x1624 **Kerb weight** 2495kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
400 4Matic	402	112	5.1	TBC	0

GLA 5dr SUV £25,105-£47,960 ★★★½☆
Not the most practical crossover but good looking and very decent to drive. **LxWxH** 4417x1804x1494 **Kerb weight** 1395kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 GLA180	120	124	8.7-9.0	35.3-40.4	TBC
1.6 GLA200	152	134	8.1-8.4	34.9-39.8	TBC
2.0 GLA250 4Matic	204	143	6.6	32.5-35.8	TBC
2.0 GLA45 AMG 4Matic	370	155	4.4	29.4-30.1	TBC
2.1 GLA200d	132	127	9.1-9.5	42.2-46.3	TBC
2.1 GLA200d 4Matic	132	124	9.1	41.5-45.6	TBC
2.1 GLA220d 4Matic	171	135	7.7	40.4-44.8	TBC

GLC 5dr SUV £37,340-£91,594 ★★★★☆
Not exactly exciting to drive, but does luxury and refinement better than most. **LxWxH** 4656x1890x1639 **Kerb weight** 1735kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 GLC 250 4Matic	208	138	7.3	28.5-31.7	TBC
3.0 V6 AMG GLC43 4Matic	356	155	4.9	24.8-26.7	TBC
4.0 V8 AMG GLC63 4Matic	462	155	4.0	22.1-23.2	TBC
4.0 V8 AMG GLC63 S 4Matic	495	155	3.8	22.1-22.8	TBC
2.1 GLC 220d 4Matic	168	130	8.3	36.7-41.5	TBC
2.1 GLC 250d 4Matic	198	138	7.6	36.7-42.2	TBC
3.0 GLC 350d 4Matic	255	148	6.2	32.8-36.7	TBC

GLC Coupé 5dr SUV £42,365-£93,989 ★★★★☆
A coupé-shaped SUV destined to be outrun by the X4 – unless you're in an AMG. **LxWxH** 4732x1890x1602 **Kerb weight** 1785kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 GLC 250 4Matic	211	138	7.3	29.1-31.7	TBC
3.0 V6 AMG GLC43 4Matic	356	155	4.9	25.0-26.9	TBC
4.0 V8 AMG GLC63 4Matic	462	155	4.0	22.4-23.5	TBC
4.0 V8 AMG GLC63 S 4Matic	495	155	3.8	22.4-23.2	TBC
2.1 GLC 220d 4Matic	168	130	8.3	37.7-40.9	TBC
2.1 GLC 250d 4Matic	198	138	7.6	37.7-41.5	TBC
3.0 GLC 350d 4Matic	255	148	6.2	33.6-36.7	TBC

GLE 5dr SUV £55,685-£62,300 ★★★★☆
The ML replacement isn't inspiring to drive but does come with a classy interior. **LxWxH** 4819x2141x1796 **Kerb weight** 2165kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.0 V6 GLE 400 4Matic	364	155	5.7	26.2-32.5	TBC
3.0 V6 GLE300d 4Matic	243	149	7.2	33.6-39.2	TBC
3.0 V6 GLE350d 4Matic	272	143	6.9	29.1-36.2	TBC
3.0 V6 GLE400d 4Matic	328	149	5.8	29.4-35.3	TBC

GLE Coupé 5dr SUV £65,030-£102,010 ★★★★☆
Not the prettiest SUV you will ever see, but a decent option against the BMW X6. **LxWxH** 4900x2129x1731 **Kerb weight** 2240kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.0 V6 GLE 350d 4Matic	251	140	7.0	TBC	TBC
3.0 V6 AMG GLE43 4Matic	379	155	5.7	23.2-24.1	TBC
5.5 V8 AMG GLE63 S 4Matic	568	155	4.2	18.2-18.7	TBC

G-Class 5dr SUV £94,000-£143,305 ★★★½☆
Massively expensive and compromised, but with character in abundance. **LxWxH** 4764x1867x1954 **Kerb weight** 2550kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.0 G350d 4Matic	282	124	7.4	25.2-25.9	TBC
4.0 V8 AMG G63 4Matic	577	137	4.5	18.6-18.8	TBC

GLS 5dr SUV £73,940-£106,870 ★★★½☆
The replacement for the massive GL can still seat seven in comfort. **LxWxH** 5162x1982x1850 **Kerb weight** 2475kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.0 V6 GLS 350d 4Matic	251	138	7.8	27.4-29.4	TBC
5.5 V8 AMG GLS63 4Matic	568	155-168	4.6	17.7-18.2	TBC

X-Class 5dr pick-up £35,238-£47,412 ★★★★☆
Lifts the bar on commercial vehicle comfort while retaining tough qualities. **LxWxH** 5340x2113x1819 **Kerb weight** 2234kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.3 X220 d	163	105	12.9	TBC	TBC
2.3 X250 d	190	109	11.8	TBC	TBC
3.0 V6 X350 d	285	127	7.9	TBC	TBC

MG

3 5dr hatch £9495-£12,995 ★★★½☆
Neatly tuned and nice sporty styling. Breaks the mould for sub-£9000 superminis. **LxWxH** 4018x1729x1507 **Kerb weight** 1125kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 VTI-Tech	104	108	10.4	TBC	TBC

ZS 5dr SUV £12,495-£26,995 ★★★☆☆
Much improved on previous MGs, but still lacks the sophistication of its closest rivals. **LxWxH** 4314x1809x1611 **Kerb weight** 1190kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 VTI-Tech	104	109	10.9	TBC	TBC
1.0T GDi	109	112	12.4	TBC	TBC
44.5kWh EV	141	87	8.5	TBC	0

MINI

3dr Hatch 3dr hatch £16,190-£29,990 ★★★★½
Three-pot engines and cleverly designed interior make the Mini a superb choice. **LxWxH** 3821x1727x1414 **Kerb weight** 1190kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 One	101	121	10.1-10.2	43.5-47.9	TBC
1.5 Cooper	134	130	7.8-7.9	43.5-47.9	TBC
2.0 Cooper S	189	145-146	6.7-6.8	38.7-43.5	TBC
2.0 John Cooper Works	227	152	6.1-6.3	38.7-40.4	TBC

5dr Hatch 5dr hatch £16,890-£25,030 ★★★★½
Mini charm in a more usable package, but still not as practical as rivals. **LxWxH** 3982x1727x1425 **Kerb weight** 1240kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 One	101	119	10.1-10.5	42.8-47.1	TBC
1.5 Cooper	134	129	8.1-8.2	42.2-47.1	TBC
2.0 Cooper S	189	143-144	6.8-6.9	38.2-42.8	TBC

Convertible 2dr open £20,080-£30,625 ★★★½☆
A fun open-top car but compromised on practicality and dynamics. **LxWxH** 3821x1727x1415 **Kerb weight** 1280kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 Cooper	134	128-129	8.7-8.8	41.5-45.6	TBC
2.0 Cooper S	189	142-143	7.1-7.2	38.7-40.9	TBC
2.0 John Cooper Works	167	149	6.5-6.6	37.2-38.7	TBC

Clubman 5dr hatch £19,995-£27,685 ★★★★☆
Cheery and alternative Mini 'six-door' takes the brand into new territory. **LxWxH** 4253x1800x1441 **Kerb weight** 1375kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 One	102	115	11.3	39.2-43.5	TBC
1.5 One D	114	119	10.8	56.5-58.9	TBC
1.5 Cooper	134	127	9.1	39.2-43.5	TBC
1.5 Cooper D	148	132	8.5-8.6	50.4-56.5	TBC
2.0 Cooper S	189	142	7.1-7.2	36.7-39.8	TBC

Countryman 5dr hatch £23,385-£33,995 ★★★½☆
Bigger than before, but still more funky than useful. Still not all that pretty, either. **LxWxH** 4299x2005x1557 **Kerb weight** 1440kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 Cooper	136	124	9.7	37.2-40.9	TBC
1.5 Cooper All4	136	122	10.3	35.3-40.4	TBC
2.0 Cooper S	192	140	7.5-7.6	35.8-38.2	TBC
2.0 Cooper S All4	192	138	7.6	34.4-36.2	TBC
2.0 Cooper D	150	129	9.1	47.9-54.3	TBC
2.0 Cooper D All4	150	127	9.0	46.3-49.6	TBC
1.5 plug-in hybrid	220	123	6.8	88.3-97.4	TBC

MITSUBISHI

Mirage 5dr hatch £11,295-£14,020 ★★★☆☆
A straightforward hatchback – but not for the likes of us. **LxWxH** 3795x1665x1505 **Kerb weight** 845kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.1 Mi-VEC	79	107	11.7-12.8	47.9-55.4	TBC

ASX 5dr SUV £19,570-£29,485 ★★★☆☆
Decent engines, but otherwise an unexceptional crossover. **LxWxH** 4355x1770x1640 **Kerb weight** 1260kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 Mi-VEC	115	114	11.5	37.7	TBC
1.6 DI-D 2WD	112	113	11.2	TBC	TBC
1.6 DI-D 4WD	112	111	11.5	TBC	TBC
2.2 DI-D 4WD	148	118	10.8	TBC	TBC

Eclipse Cross 5dr SUV £21,915-£31,015 ★★★☆☆
Stylish, future-looking mid-sized SUV shows where Mitsubishi's destiny lies. **LxWxH** 4695x1810x1710 **Kerb weight** 1425kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 Mi-VEC 2WD	160	124-127	9.3-10.3	33.2-37.7	TBC
1.5 Mi-VEC 4WD	160	124	9.8	32.5	TBC

Outlander 5dr SUV £28,220-£46,060 ★★★½☆
Creditable effort, but still cheap in places: PHEV a boon for fleet users. **LxWxH** 4695x1810x1710 **Kerb weight** 1565kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 Mi-VEC 4WD	148	118	13.3	32.5	TBC
2.2 DI-D 4WD	148	118-124	10.2-11.6	TBC	TBC
2.0 Mi-VEC PHEV	200	106	11.0	139.7	TBC

Shogun Sport 5dr SUV £37,775-£39,775 ★★★☆☆
Has a fitness for purpose that could appeal to those who tow or haul big loads. **LxWxH** 4785x1815x1805 **Kerb weight** 2100kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.5 DOHC 4WD	179	112	11.0	TBC	TBC

MORGAN

3 Wheeler 0dr open £39,486 ★★★★★
The eccentric, characterful and brilliant Morgan is a testament to English creativity. **LxWxH** 3225x1720x1000 **Kerb weight** 525kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 V-twin 68	68	115	7.0	TBC	TBC
2.0 V-twin 82	82	115	6.0	TBC	TBC

4/4 2dr open £40,206 ★★☆☆☆
Has its appeal but not as rewarding to drive as it could be. **LxWxH** 4010x1630x1220 **Kerb weight** 795kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 i4 Sigma	110	115	8.0	TBC	TBC

Plus 4 2dr open £44,106 ★★½☆☆
Needs more chassis finesse, but the Plus 4 still charms nonetheless. **LxWxH** 4010x1720x1220 **Kerb weight** 927kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 GDi	154	118	7.5	TBC	TBC

Roadster 2dr open £55,074 ★★☆☆☆
More advanced, but pricey and needs better brakes. **LxWxH** 4010x1720x1220 **Kerb weight** 950kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.7 V6 Cyclone	280	140	5.5	TBC	TBC

Plus Six 2dr open £77,995 ★★★½☆
Feels like progress in lots of ways, but not yet the driver's car it might be. **LxWxH** 3890x1756x1220 **Kerb weight** 1075kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.0	335	166	4.2	38.2	180

NISSAN

Micra 5dr hatch £12,875-£20,005 ★★★★☆
Refreshed look and better handling makes it an enticing choice. Has its flaws, though. **LxWxH** 3991x1743x1455 **Kerb weight** 1490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 71PS	70	98	16.4	46.3	TBC
0.9 IG-T 90	88	109	12.1	47.1	TBC
1.0 IG-T 100	98	114	10.9	50.4	TBC
1.0 DIG-T 117	115	121	9.9	47.9	TBC
1.5 dCi 90	88	111	11.9	TBC	TBC

Leaf 5dr hatch £26,190-£29,390 ★★★★☆
Better looks, better value and better range from this second-gen electric hatch. **LxWxH** 4387x1768x1520 **Kerb weight** 1245kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
40kWh	147	89.5	7.9	TBC	0

Juke 5dr hatch £15,505-£21,805 ★★★½☆
High-riding, funky hatch is a compelling package. High CO_2 figures, though. **LxWxH** 4135x1765x1565 **Kerb weight** 1605kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 112	110	111	12.5	34.0-35.8	TBC

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 dCi 110	108	109	11.2	49.6	TBC

Qashqai 5dr SUV £19,995–£31,145 ★★★★½
The defining modern crossover. The Mk2 is better in all areas, hence its popularity. **LxWxH** 4394x1806x1590 **Kerb weight** 1331kg

1.3 DIG-T 140	138	120	10.5	40.1-41.4	TBC
1.3 DIG-T 160	158	123-124	8.9-9.9	40.0-41.4	TBC
1.5 dCi 115	113	112	12.3	51.9-53.7	TBC
1.7 DCI 150	148	119	9.5	46.4-50.2	TBC

X-Trail 5dr SUV £29,930–£37,525 ★★★½☆
There aren't many cheaper ways of owning an SUV. Has a better range of engines, too. **LxWxH** 4640x1820x1710 **Kerb weight** 1505kg

1.6 dCi 130	128	111-116	10.5-11.4	TBC	TBC
1.6 dCi 130 4WD	128	115	11.0	TBC	TBC
1.6 DIG-T 163	160	124	9.7	TBC	TBC
2.0 dCi 177	174	123	9.6	TBC	TBC
2.0 dCi 177 4WD	174	121-126	9.4-10.0	TBC	TBC

370Z 2dr coupé £29,805–£40,305 ★★★½☆
Old-school and profoundly mechanical coupé. The Healey 3000 of today – but meaner. **LxWxH** 4265x1845x1315 **Kerb weight** 1496kg

3.7 V6	323	155	5.3	23.3-23.6	TBC
3.7 V6 Nismo	339	155	5.2	23.2	TBC

GT-R 2dr coupé £81,995–£151,995 ★★★★☆
Monstrously fast Nissan has been tweaked and sharpened. Still a blunt object, though. **LxWxH** 4710x1895x1370 **Kerb weight** 1725kg

3.8 V6	562	196	TBC	20.2	TBC
3.8 V6 Nismo	591	196	TBC	19.6	TBC

NOBLE

M600 2dr coupé £248,000–£287,600 ★★★½☆
Deliciously natural and involving; a bit ergonomically flawed. **LxWxH** TBC **Kerb weight** 1198kg

4.4 V8	662	225	TBC	TBC	TBC

PEUGEOT

iOn 5dr hatch £20,534 ★★½☆☆
Good electric powertrain; looks extremely old hat against better EV rivals. **LxWxH** 3474x1475x1608 **Kerb weight** 1120kg

47kW	62	81	15.9	TBC	0

108 3dr/5dr hatch £9690–£14,985 ★★★½☆
Sister car to the Aygo – and a distant second to most city car rivals. **LxWxH** 3475x1615x1460 **Kerb weight** 840kg

1.0 72	71	100	13.0	53.5-57.3	TBC
1.0 72 2-Tronic	71	100	15.2	51.6-55.0	TBC

208 3dr/5dr hatch £14,900–£18,735 ★★★½☆
A big improvement for Peugeot, if not for the supermini class. **LxWxH** 3475x1615x1460 **Kerb weight** 1065kg

1.2 PureTech 82	79	109-111	12.2-14.5	46.6-51.5	TBC
1.2 PureTech 110	107	118	9.8-9.6	39.1-46.5	TBC
1.5 BlueHDi 100	102	117	10.7	55.6-67.7	TBC

308 5dr hatch £20,000–£29,920 ★★★★½
Classy all-round appeal makes it a serious contender, but rear space is a little tight. **LxWxH** 4253x1804x1457 **Kerb weight** 1190kg

1.2 PureTech 110	107	117	11.1	40.4-47.7	TBC
1.2 PureTech 130	126	128-129	9.1-9.6	41.3-48.9	TBC
1.6 PureTech 225	224	146	7.4	36.9-40.1	TBC
1.6 PureTech 260	259	155	6.0	37.8	TBC
1.6 BlueHDi 100	99	112	12.2	54.9-63.8	TBC
1.5 BlueHDi 130	126	127	9.8	53.2-62.7	TBC
2.0 BlueHDi 180 EAT8	175	140	8.2	45.0-49.4	TBC

308 SW 5dr estate £20,950–£29,330 ★★★★☆
Estate bodystyle enjoys the classy appeal of the hatchback. **LxWxH** 4585x1563x1472 **Kerb weight** 1190kg

1.2 PureTech 110	107	117	11.6	40.4-47.7	TBC
1.2 PureTech 130	126	127	9.5-10.0	41.3-48.9	TBC
1.6 PureTech 225	224	146	7.5	36.9-40.1	TBC
1.5 BlueHDI 100	99	111	12.3	54.9-63.8	TBC
1.5 BlueHDi 130	126	126	10.0	53.2-62.7	TBC
2.0 BlueHDi 180 EAT8	178	139	8.4	45.0-49.4	TBC

508 4dr saloon £25,039–£37,439 ★★★★☆
Stylish and likeable but lacking the polish of more premium rivals. **LxWxH** 4750x1859x1430 **Kerb weight** 1535kg

1.6 PureTech 180	178	143	7.9	38.0-41.8	TBC
1.6 PureTech 225	223	155	7.1	36.3-39.8	TBC
1.5 BlueHDi 130	129	129	9.4-9.7	51.4-59.8	TBC
2.0 BlueHDI 160	158	143	8.4	45.2-51.1	TBC
2.0 BlueHDi 180	174	146	8.0	45.0-50.6	TBC

508 SW 5dr estate £26,845–£40,944 ★★★☆☆
Bodystyle takes the edge off the 508's style yet doesn't fully address practicality. **LxWxH** 4778x1859x1420 **Kerb weight** 1430kg

1.6 PureTech 180	178	140	8.0	38.0-41.8	156
1.6 PureTech 225	223	153	7.4	36.3-39.8	167
1.5 BlueHDI 130	128	129	9.9-10.1	51.4-59.8	128-131
2.0 BlueHDi 160	159	140	8.5	45.2-51.1	149

2008 5dr SUV £17,730–£24,490 ★★★½☆
Efficient and well-mannered but facelift still leaves it short on space and style. **LxWxH** 4159x1829x1556 **Kerb weight** 1045kg

1.2 PureTech 82	79	105	13.5	43.8-46.8	TBC
1.2 PureTech 110	107	117-119	9.9-10.3	39.1-44.8	TBC
1.2 PureTech 130	126	124	9.3	44.4-49.9	TBC
1.6 BlueHDi 100	96	112	11.3	TBC	TBC
1.6 BlueHDi 120	116	119	9.6	52.9-58.2	TBC

3008 5dr SUV £24,575–£36,845 ★★★★☆
Cleverly packaged Peugeot offers just enough SUV DNA to make the difference. **LxWxH** 4447x2098x1624 **Kerb weight** 1250kg

1.2 PureTech 130	126	117	10.5-10.8	36.5-43.6	TBC
1.6 PureTech 180	178	136	8.0	35.2-39.6	TBC
1.5 BlueHDi 130	126	119	9.5	48.0-56.3	TBC
2.0 BlueHDi 180	175	131	8.9	42.3-47.1	TBC

5008 5dr SUV £26,725–£38,995 ★★★★☆
Less MPV, more SUV, and shares its siblings' good looks. Competent to drive, too. **LxWxH** 4641x1844x1640 **Kerb weight** 1511kg

1.2 PureTech 130	126	117	10.4-10.9	36.5-44.2	TBC
1.6 PureTech 180	178	135	8.3	35.2-39.6	TBC
1.5 BlueHDi 130	129	119	10.7	48.0-56.3	TBC
2.0 BlueHDi 180	175	131	9.1	42.3-47.1	TBC

PORSCHE

718 Boxster 2dr open £46,651–£73,405 ★★★★½
Our idea of drop-top heaven. Exceptional to drive, whether cruising or hurrying. **LxWxH** 4379x1801x1280 **Kerb weight** 1335kg

2.0	290	170	4.9-5.1	31.4-33.2	TBC
2.0 T	296	170	4.7-5.3	31.4-32.8	TBC
2.5 S	339	177	4.4-4.6	29.1-30.7	TBC
2.5 GTS	355	180	4.3-4.6	28.5-30.4	TBC
4.0 Spyder	414	187	4.4	25.7	TBC

718 Cayman 2dr coupé £44,790–£75,348 ★★★★★
Scalpel-blade incisiveness, supreme balance and outstanding driver involvement. **LxWxH** 4379x1801x1295 **Kerb weight** 1335kg

2.0	290	170	4.9-5.1	31.4-33.2	TBC
2.0 T	296	170	4.9-5.3	31.4-32.8	TBC
2.5 S	339	177	4.4-4.6	29.1-31.0	TBC
2.5 GTS	355	180	4.3-4.6	28.5-30.7	TBC
4.0 GT4	414	188	4.4	25.7	TBC

911 2dr coupé £82,793–£98,418 ★★★★½
Wider, eighth-generation 911 is still eminently fast, and capable at all speeds. **LxWxH** 4519x1852x1300 **Kerb weight** 1565kg

3.0 Carrera	380	182	4.0	26.6-28.5	TBC
3.0 Carrera 4	380	180	4.0	26.2-28.2	TBC
3.0 Carrera S	444	191	3.5	27.2-28.5	TBC
3.0 Carrera 4S	444	190	3.4	25.7-27.2	TBC

911 Cabriolet 2dr open £92,438–£108,063 ★★★★☆
Fewer compromises than ever, if rewarding only at full attack. **LxWxH** 4519x1852x1297 **Kerb weight** 1585kg

3.0 Carrera	380	180	4.2	26.2-28.0	TBC
3.0 Carrera 4	380	179	4.2	25.9-27.7	TBC
3.0 Carrera S	444	190	3.7	26.4-28.0	TBC
3.0 Carrera 4S	444	188	3.6	25.0-26.6	TBC

Panamera 4dr saloon £72,890–£149,537 ★★★★★
Revamped big saloon is an absolute belter, making it almost the perfect grand tourer. **LxWxH** 5049x1937x1423 **Kerb weight** 1815kg

3.0 V6 4	321	162	5.5-5.6	25.0-26.9	TBC
2.9 V6 4S	428	179	4.4-4.5	TBC	TBC
2.9 V6 E-Hybrid	449	172	4.6-4.7	78.5-85.6	TBC
4.0 V8 GTS	458	181	4.1	22.2-23.5	TBC
4.0 V8 Turbo	533	190	3.8-3.9	22.1-23.0	TBC
4.0 V8 Turbo S E-Hybrid	671	192	3.4-3.5	74.3-80.7	TBC

Panamera Sport Turismo 5dr estate £75,037–£142,279 ★★★★★
The Panamera in a more practical form, and now it's a good-looking beast. **LxWxH** 5049x1937x1428 **Kerb weight** 1880kg

3.0 V6 4	321	160	5.5	24.6-25.6	TBC
2.9 V6 4S	428	177	4.4	TBC	TBC
2.9 V6 E-Hybrid	449	170	4.6	76.3-80.7	TBC
4.0 V8 GTS	458	179	4.1	22.2-23.2	TBC
4.0 V8 Turbo	533	188	3.8	22.1-22.8	TBC
4.0 V8 Turbo S E-Hybrid	671	192	3.4	72.4-74.3	TBC

Taycan 4dr saloon £115,858–£138,826 ★★★★½
First all-electric Porsche shows the rest of the world how it should be done. **LxWxH** 4963x1966x1381 **Kerb weight** 2305g

Turbo	671	161	3.2	TBC	0
Turbo S	751	161	2.8	TBC	0

Macan 5dr SUV £46,913–£68,530 ★★★★½
Spookily good handling makes this a sports utility vehicle in the purest sense. **LxWxH** 4692x1923x1624 **Kerb weight** 1770kg

2.0	243	139	6.7	25.7-28.2	TBC
3.0 V6 S	351	157	5.3	23.9-25.7	TBC
3.0 V6 Turbo	434	167	4.3	23.5-24.8	TBC

Cayenne 5dr SUV £57,195–£123,349 ★★★★½
Refreshed look, improved engines, interior and a better SUV overall. **LxWxH** 4918x1983x1696 **Kerb weight** 1985kg

3.0 V6	335	152	6.2	22.2-24.1	TBC
3.0 V6 E-hybrid	456	157	5.0	60.1-72.4	TBC
2.9 V6 S	428	164	5.2	TBC	TBC
4.0 V8 Turbo	533	177	4.1	20.2-20.8	TBC
4.0 V8 S E-Hybrid	671	183	3.8	52.3-58.9	TBC

Cayenne Coupé 5dr SUV £62,129–£125,946 ★★★★☆
Little different to drive than the standard car but certainly has an appeal all of its own. **LxWxH** 4931x1983x1676 **Kerb weight** 2030kg

3.0 V6	335	150	6.0	22.2-23.9	TBC
3.0 V6 E-Hybrid	456	157	5.1	60.1-70.6	TBC
2.9 V6 S	428	163	5.0	21.9-23.7	TBC
4.0 V8 Turbo	533	177	3.9	20.2-20.8	TBC
4.0 V8 S E-Hybrid	671	183	3.8	52.3-57.6	TBC

RADICAL

RXC GT 2dr open TBC ★★★½☆
Designed for pounding around a track; out of its element on the road. **LxWxH** 4300x1960x1127 **Kerb weight** 1125kg

3.5 V6 400	400	179	2.8	TBC	TBC
3.5 V6 650	650	180	2.7	TBC	TBC

RENAULT

Twizy 2dr hatch £6695–£7995 ★★★½☆
Zany solution to personal mobility is suitably irreverent and impractical. **LxWxH** 2338x1381x1454 **Kerb weight** 474kg

MB L7e	17	50	TBC	TBC	0

Zoe 5dr hatch £18,420–£27,820 ★★★½☆
A far more practical zero-emission solution. Attractive price, too. **LxWxH** 4084x1730x1562 **Kerb weight** 1470kg

5AGEN2	86	84	13.5	TBC	0
5AGEN3	89	84	13.5	TBC	0

Twingo 3dr hatch £10,750–£13,455 ★★★☆☆
Handsome, unusual rear-engined city car but not a class leader. **LxWxH** 3595x1646x1554 **Kerb weight** 865kg

1.0 SCe 70	67	94	14.5	47.9-48.7	TBC
0.9 TCe 90	87	103	10.8	45.6-47.9	TBC

Clio 5dr hatch £13,615–£19,165 ★★★★☆
An attractive,stylish and practical proposition, but cheap in places and feels dated. **LxWxH** 4062x1732x1448 **Kerb weight** 1059kg

0.9 TCe 75	75	110	12.3	46.3-47.1	TBC
0.9 TCe 90	87	112	12.2-13.1	47.1	TBC
1.5 dCi 90	87	109-112	12.0-12.9	56.5-57.6	TBC

Mégane 5dr hatch £17,715–£29,195 ★★★½☆
Stylish and refined but bland. Nothing exceptional. **LxWxH** 4359x1814x1447 **Kerb weight** 1340kg

1.2 TCe 140	138	127	10.6	42.8-45.6	TBC
1.5 Blue dCi 115	113	118	11.1	58.9-62.8	TBC
1.8 RS 280	276	158	5.8	TBC	TBC

Mégane Sport Tourer 5dr estate £18,915–£24,615 ★★★½☆
Stylish and refined estate car is still bland like the hatch. Smaller than its predecessor. **LxWxH** 4626x1814x1457 **Kerb weight** 1409kg

1.2 TCe 140	138	127	9.8	42.2-44.8	TBC
1.5 Blue dCi 115	113	118	11.1	56.5-61.4	TBC

Scenic 5dr MPV £21,715–£26,455 ★★★½☆
Good-looking MPV riding on 20in wheels, but overall a bland car to drive. **LxWxH** 4406x1866x1653 **Kerb weight** 1428kg

1.2 TCe 140	138	121	10.1	40.4-41.5	TBC
1.8 dCi 120	118	TBC	TBC	TBC	TBC

Grand Scenic 5dr MPV £23,515–£28,255 ★★★½☆
Good-looking seven-seat MPV is bland to drive and the third row seats are tight. **LxWxH** 4634x1866x1655 **Kerb weight** 1495kg

1.2 TCe 140	138	118	11.4	39.8-40.9	TBC
1.8 dCi 120	118	120	12.1	TBC	TBC

Captur 5dr SUV £15,725–£22,065 ★★★★☆
Jacked-up Clio is among the better downsized options. Stylish and fluent-riding. **LxWxH** 4122x1778x1566 **Kerb weight** 1184kg

0.9 TCe 90	87	106	13.2	44.1-45.6	TBC
1.3 TCe 130	128	124	10.2	42.8-44.1	TBC
1.3 TCe 150	148	130	9.5	42.8-43.5	TBC
1.5 dCi 90	87	106	13.1	51.3-53.2	TBC

Kadjar 5dr SUV £20,595–£29,995 ★★★★☆
Fine value, practical, decent to drive and good-looking, but the Qashqai is classier. **LxWxH** 4449x1836x1607 **Kerb weight** 1306kg

1.2 TCe 140	138	119	10.1-10.7	41.5-44.1	TBC
1.6 TCe 160	158	127	9.2	42.8	TBC
1.5 dCi 115	112	112-113	11.7-11.9	55.4-60.1	TBC

Koleos 5dr SUV £27,495–£31,495 ★★★½☆
Koleos name returns and is a vast improvement on before, but no class leader. **LxWxH** 4672x2063x1678 **Kerb weight** 1540kg

2.0 dCi 175	169	126	10.7	38.2	TBC
2.0 dCi 175 4WD X-Tronic	169	125	9.5	36.2	TBC

ROLLS-ROYCE

Wraith 2dr coupé £224,823–£280,223 ★★★★½
An intimate and involving Rolls. Not as grand as some, but other traits make it great. **LxWxH** 5285x1947x1507 **Kerb weight** 2360kg

6.6 V12	624	155	4.6	19.8	327

Dawn 2dr open £266,055–£302,655 ★★★★½
Essentially as above, except with a detuned engine and in elegant convertible form. **LxWxH** 5295x1947x1502 **Kerb weight** 2560kg

6.6 V12	563	155	5.0	19.6	330

Ghost 4dr saloon £227,423–£262,823 ★★★★☆
'Affordable' Rolls is a more driver-focused car than the Phantom. Still hugely special. **LxWxH** 5399x1948x1550 **Kerb weight** 2360kg

6.6 V12	563	155	4.9-5.0	19.8-20.0	327-329

Phantom 4dr saloon £362,055 ★★★★★
Phantom takes opulent luxury to a whole level. **LxWxH** 5762x2018x1646 **Kerb weight** 2560kg

6.75 TV12	563	155	5.3-5.4	20.3	318-319

Cullinan 4dr SUV £250,000 ★★★★☆
Big, bold new 4x4 begins the next era for the brand, with a model that convinces. **LxWxH** 5341x2164x1835 **Kerb weight** 2730kg

6.75 TV12	563	155	5.2	18.8	341

SEAT

Mii 5dr hatch £11,900–£12,420 ★★★½☆
Not as desirable or plush as the Up but nearly as good to drive. **LxWxH** 3557x1643x1474 **Kerb weight** 929kg

1.0 60	59	99	14.4	50.4-53.3	TBC
1.0 75	74	106	13.2	49.6-51.4	TBC

Ibiza 5dr hatch £15,495–£21,645 ★★★★½
Reinvigorated Ibiza is more mature and takes the class honours from the Fiesta. **LxWxH** 4059x1780x1444 **Kerb weight** 1091kg

1.0 MPI 80	79	106	14.6	45.6-48.7	TBC
1.0 TSI 95	93	113	10.9	47.9-53.3	TBC
1.0 TSI 115	113	121	9.3	44.1-50.4	TBC
1.6 TDI 95	93	113	7.5	55.4-60.1	TBC

Leon 5dr hatch £18,260–£30,980 ★★★★☆
A creditable effort and a notable improvement in form, with plenty of niche appeal. **LxWxH** 4282x1816x1459 **Kerb weight** 1202kg

1.0 TSI 115	113	121	9.8	46.3-50.4	TBC
1.5 TSI EVO 130	128	126	9.4	42.2-46.3	TBC
1.5 TSI EVO 150	148	134	8.2	40.9-48.7	TBC
2.0 TSI 190	188	142	7.2	38.7-40.4	TBC
2.0 TSI Cupra	288	150	6.0	35.8-38.7	TBC
1.6 TDI 115	113	122	9.8	49.6-55.4	TBC
2.0 TDI 150	148	134	8.4	TBC	TBC

Leon ST 5dr estate £19,255–£34,370 ★★★★☆
Good-looking and responsive hatchback-turned-estate. **LxWxH** 4549x1816x1454 **Kerb weight** 1236kg

1.0 TSI 115	113	122	10.1	45.6-50.4	TBC
1.5 TSI EVO 130	128	129	9.5	41.5-46.3	TBC
1.5 TSI EVO 150	148	134	8.2	40.4-48.7	TBC
2.0 TSI 190	188	144	7.3	38.7-39.8	TBC
2.0 TSI Cupra	288	155	5.2	32.1-33.6	TBC
1.6 TDI 115	113	122	10.6	53.3-55.4	TBC

Arona 5dr SUV £17,145–£25,170 ★★★★☆
Seat's second SUV doesn't disappoint, with it taking charge of the class dynamically. **LxWxH** 4138x1780x1543 **Kerb weight** 1165kg

1.0 TSI 95	93	107	11.2	45.6-48.7	TBC
1.0 TSI 115	113	113	9.8-10.0	44.1-46.3	TBC
1.5 TSI EVO 150	148	127	8.3	44.8-48.7	TBC
1.6 TDI 95	93	107	11.9	49.6-56.5	TBC
1.6 TDI 115	113	115	10.3	50.4-57.6	TBC

Ateca 5dr SUV £21,940–£34,120 ★★★★½
Seat's first SUV is very good. So good, in fact, it's a Qashqai beater. **LxWxH** 4363x1841x1601 **Kerb weight** 1280kg

1.0 EcoTSI 115	113	114	11.0	42.8-42.8	TBC
1.5 TSI EVO 150	148	123	8.6	33.6-41.5	TBC
2.0 TSI 190 4Drive	187	132	7.9	32.5-33.6	TBC
1.6 TDI 115	113	114	11.5	44.1-54.3	TBC
2.0 TDI 150	148	122	9.0	46.3-50.4	TBC
2.0 TDI 190 4Drive	187	132	7.5	TBC	TBC

Alhambra 5dr MPV £27,590–£38,325 ★★★★☆
This cheaper version of the VW Sharan is spacious, versatile and good to drive. **LxWxH** 4854x1904x1730 **Kerb weight** 1755kg

1.4 TSI 150	148	124	9.9	33.2-35.8	TBC
2.0 TDI Ecomotive 150	148	123-124	10.2-10.3	38.7-44.1	TBC

Tarraco 5dr SUV £28,335–£38,055 ★★★★☆
Seat's largest SUV brings a hint of youthful exuberance to a practical category. **LxWxH** 4735x1839x1674 **Kerb weight** 1845kg

1.5 TSI EVO 150	148	125	9.7	35.3-37.2	TBC
2.0 TSI 4Drive 190	188	131	8.0	29.7-31.0	TBC

2.0 TDI 150	148	126	9.8	37.2-47.1	TBC
2.0 TDI 4Drive 150	148	123	9.8	37.2-39.8	TBC
2.0 TDI 4Drive 190	188	130	8.0	37.2-38.2	TBC

SKODA

Citigo 3dr hatch £8890–£11,890 ★★★½☆
A Czech take on the city car is more fun to drive than its plain-Jane exterior suggests. **LxWxH** 3597x1641x1478 **Kerb weight** 854kg

1.0 MPI 60 GreenTech	59	100	13.9	54.3-55.4	115-118
1.0 MPI 75 GreenTech	74	107	13.1	53.3	119-120

Fabia 5dr hatch £12,260–£18,835 ★★★½☆
Comfortable, affordable, easy-to-drive and attractive, but no more so than its rivals. **LxWxH** 4009x1958x1452 **Kerb weight** 1151kg

1.0 MPI 60	58	98	16.6	50.4	127
1.0 MPI 75	73	104	14.9	48.7-49.6	128-130
1.0 TSI 95	94	114	10.8	50.4-51.3	124-127
1.0 TSI 110	108	121	9.6	49.6-51.4	125-128
1.0 TSI 110 DSG	108	120	10.1	47.1-47.9	133-136

Fabia Estate 5dr estate £14,160–£19,070 ★★★★☆
Far more practical, majoring on boot space while doing what a good Skoda should. **LxWxH** 4271x1958x1473 **Kerb weight** 1182kg

1.0 MPI 75	74	105	15.2	49.6	128-130
1.0 TSI 95	94	115	10.9	50.4-51.4	124-128
1.0 TSI 110	108	122	9.7	49.6-51.4	125-129
1.0 TSI 110 DSG	108	121	10.2	47.1-47.9	134-136

Scala 5dr hatch £18,595–£23,315 ★★★★☆
Undercuts rivals on price and ushers in a sharp new design language for Skoda. **LxWxH** 4362x1793x1471 **Kerb weight** 1381kg

1.0 TSI 115	113	125	9.8	44.8-49.6	TBC
1.5 TSI 150	148	136	8.2	40.9-45.6	TBC
1.6 TDI 115	113	124-125	10.1-10.3	49.6-57.7	TBC

Octavia 5dr hatch £18,315–£31,170 ★★★★☆
Does comfort and practicality like no other. Good, frugal engines too. **LxWxH** 4670x1814x1461 **Kerb weight** 1225kg

1.0 TSI 115	113	126	9.6-9.7	45.6-50.4	126-141
1.4 TSI 150	148	136	7.8-7.9	44.1-48.7	132-145
2.0 TSI 190	188	147	7.3	40.9	155-156
2.0 TSI 245 vRS	241	155	6.4	38.2-38.7	165-168
1.6 TDI 115	113	126	9.8	53.3-58.9	126-139
2.0 TDI 150	148	135	8.1	53.3-56.5	132-139
2.0 TDI 184 vRS	182	142-145	7.6-8.1	44.8-50.4	146-164

Octavia Estate 5dr estate £19,515–£31,495 ★★★★☆
Class-leading amount of space and practicality. Comfortable, too. **LxWxH** 4667x1814x1465 **Kerb weight** 1247kg

1.0 TSI 115	113	124-125	9.8	42.8-48.7	131-149
1.5 TSI 150	148	134	7.9-8.0	42.8-46.3	137-149
2.0 TSI 190	188	143	7.4	35.3-39.8	160-182
2.0 TSI 245 vRS	241	155	6.5	37.1-38.2	168-172
1.6 TDI 115	113	124-125	9.8-9.9	51.4-56.5	131-144
2.0 TDI 150	148	132-134	8.2-8.3	52.8-53.3	140-149
2.0 TDI 150 4x4	148	130	8.1	47.9-51.4	143-153
2.0 TDI 150 4x4 Scout	148	129	8.8	44.8	164
2.0 TDI 184 vRS	182	135-140	7.7-8.2	43.5-49.6	151-170

Superb 5dr hatch £23,905–£38,365 ★★★★☆
Another great Czech value option that's big on quality and space if not on price. **LxWxH** 4861x1864x1468 **Kerb weight** 1340kg

1.5 TSI 150	148	137	8.3-8.5	40.9-45.6	141-157
2.0 TSI 190	188	148	7.7	35.3-38.2	TBC
2.0 TSI 272 4X4	270	155	5.5	32.8	194
1.6 TDI 120	118	128	10.5-10.6	52.3	142
2.0 TDI 150	148	135-137	8.5-8.6	50.4-52.3	140-146
2.0 TDI 190	187	145	8.3	50.4	147
2.0 TDI 190 4X4	187	143	8.0	44.8	166

Superb Estate 5dr estate £25,185–£39,965 ★★★★☆
Even more commendable than above, primarily thanks to its enormous boot. **LxWxH** 4856x1864x1477 **Kerb weight** 1365kg

1.5 TSI 150	148	135	8.4-8.6	39.2-43.5	146-163
2.0 TSI 190	188	142	7.7	35.3-37.7	TBC
2.0 TSI 272 4X4	270	155	5.6	32.5	197-198
1.6 TDI 120	118	127-128	10.6-10.7	49.6	148-150
2.0 TDI 150	148	132-135	8.6-8.8	49.6-52.3	142-150
2.0 TDI 190	187	TBC	TBC	48.7	151-152
2.0 TDI 190 4X4	187	142	7.4	43.5	170-171

Kamiq 5dr SUV £17,700–£25,130 ★★★½☆
Skoda's supermini platform has birthed a practical but predictable compact crossover. **LxWxH** 4241x1793x1553 **Kerb weight** 1251kg

1.0 TSI 70	94	112	11.1	44.8-55.3	116-143
1.0 TSI 85	114	120-121	9.9-10.0	41.5-53.3	120-154
1.5 TSI 110	148	131-132	8.3-8.4	TBC	TBC
1.6 TDI 85	114	119-120	10.2-10.4	51.3-58.9	126-153

Karoq 5dr SUV £21,945–£33,375 ★★★★☆
Yeti replacement may not have its forebear's quirkiness, but it's brilliant otherwise. **LxWxH** 4382x1841x1603 **Kerb weight** 1265kg

1.0 TSI 115	113	116	10.6	40.4-44.1	146-159
1.5 TSI 150	148	126	8.1-8.3	38.2-41.5	154-167
1.5 TSI 150 4x4	148	121	9.1	34.4-34.9	183-186
1.6 TDI 115	113	116	11.0-11.1	46.3-49.6	149-159
2.0 TDI 150	148	127	9.0	49.6-50.4	147-150
2.0 TDI 150 4x4	148	121	8.8	42.8-44.8	165-173

Kodiaq 5dr SUV £25,775–£42,895 ★★★★☆
Skoda's first seven-seat SUV is a viable alternative to a traditional MPV. **LxWxH** 4697x1882x1676 **Kerb weight** 1430kg

1.5 TSI 150	148	123	9.3	36.2-37.7	165-176
1.5 TSI 150 4x4	148	120-122	9.5-9.6	31.7-33.2	194-202
2.0 TSI 190 4x4	188	TBC	TBC	30.0-31.7	201-205
2.0 TDI 150	148	123	9.8	44.8-46.3	161-165
2.0 TDI 150 4x4	148	120-122	9.4-9.6	38.7-42.8	172-190
2.0 TDI 190 4x4	187	130	8.3	38.7-39.2	188-191
2.0 BiTDI 239 4x4 vRS	237	136	7.0	35.3	211

GREATEST ROAD TESTS OF ALL TIME

RENAULT 5 GT TURBO TESTED 26.3.86

Despite its significance in Formula 1, winning the championship proved rather hard for Renault in the 1980s. However, our first drive in a 5 GT Turbo proved it could play tough as well.

When the Renault 5 GT Turbo was launched in 1986, it introduced a whole new level of performance into the world of hot hatches. Its turbocharged 1.4-litre pushrod engine produced 115bhp, making it more powerful than its closest competitor, the Mk1 Volkswagen Golf GTI. This meant it could accelerate from 0-60mph in 7.1sec and reach a top speed of 125mph, 11mph faster than the Golf.

Turbo boost come in at around 2000rpm and, having no rev limiter, the engine could be spun right up to 7000rpm, despite the rev counter indicating a 5500rpm redline. The responsive engine, and the fact that the GT Turbo was very light, meant that it could overtake with ease. But despite having a small displacement engine and being lightweight, the 5 GT Turbo could only do around 27mpg, with enthusiastic driving dropping that to below 20mpg. What kept it from being a complete all-rounder, though, was a cramped cabin accompanied by a stiff ride.

FOR Performance, stability
AGAINST Fuel consumption, interior room

FACTFILE

Price £7710 **Engine** 4 cyls in line, 1397cc, petrol **Power** 115bhp at 5750rpm **Torque** 121lb ft at 3000rpm **0-60mph** 7.1sec **0-100mph** 21.9sec **Standing quarter mile** 15.7sec, 88mph **50-0mph** na **60-0mph** na **70-0mph** na **Top speed** 125mph **Economy** 24.2mpg

WHAT HAPPENED NEXT...

The Renault 5 GT Turbo had an update in 1987 where the 1.4-litre engine had its power raised to 118bhp thanks to a few modifications, while the exterior also underwent some minor changes. Common problems include head gaskets blowing and the turbo wearing out. The interior was also upgraded in 1989, two years before production of the 5 GT Turbo came to an end.

SMART

Fortwo 3dr hatch/open £21,195–£23,930 ★★★☆☆
Pricey, EV-only two-seater has urban appeal but is short on performance. **LxWxH** 2695x1663x1555 **Kerb weight** 1085kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
Electric Drive	79	81	11.5-11.8	TBC	0

Forfour 5dr hatch £21,690–£22,285 ★★★☆☆
Four doors give the Smart more mainstream practicality. Still expensive, though. **LxWxH** 3495x1665x1554 **Kerb weight** 1200kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
Electric Drive	79	81	12.7	TBC	0

SSANGYONG

Tivoli 5dr SUV £14,495–£21,495 ★★★½☆
Trails the Duster as the best-value small crossover - but not by much. **LxWxH** 4195x1795x1590 **Kerb weight** 1270kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 128	126	99-106	11.0-12.0	35.3-38.2	TBC
1.6d 115	113	107-109	12.0	45.3-54.3	TBC

Tivoli XLV 5dr SUV £19,745–£22,245 ★★★½☆
Now grown in size for more practicality but that doesn't increase the Tivoli's appeal. **LxWxH** 4440x1798x1635 **Kerb weight** 1405kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 128	126	99-106	11.0-12.0	34.9-37.2	TBC
1.6d 115	113	107-109	12.0	42.8-51.4	TBC

Korando 5dr SUV £19,995–£31,995 ★★★☆☆
Competitive towing capabilities and generous kit, but still lacks dynamics. **LxWxH** 4450x1870x1629 **Kerb weight** 1610kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 GDI-Turbo	161	118-120	12.0	TBC	TBC
1.6L 2WD	133	112	12.0	48.7	TBC
1.6L 4WD	133	112	12.0	43.5	TBC

Musso 5dr SUV £25,131–£35,031 ★★★☆☆
Practical pick-up has a refined engine and direct steering, but ride needs refinement. **LxWxH** 5095x1950x1840 **Kerb weight** 2155kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.2d 181	178	115-121	12.2	TBC	TBC

Rexton 5dr SUV £28,995–£38,995 ★★★½☆
A vast improvement. Better on the road but without ditching its argicultural roots. **LxWxH** 4850x1960x1825 **Kerb weight** 2102kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.2d 181	178	115	11.3-11.9	TBC	TBC

Turismo 5dr MPV £21,495–£27,995 ★★★☆☆
Incredibly ungainly but offers huge real estate for the money. **LxWxH** 5130x1915x1850 **Kerb weight** 2115kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.2d 178	175	108-116	TBC	TBC	TBC

SUBARU

Impreza 5dr hatch £24,310–£25,010 ★★★☆☆
Appealing hatchback has been steadily improved but still feels old-fashioned. **LxWxH** 4415x1740x1465 **Kerb weight** 1374kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6i	112	112	12.4	35.9	TBC
2.0i	153	127	9.8	TBC	TBC

Levorg 5dr estate £30,010 ★★★☆☆
Impressively practical but only offered with an automatic gearbox and one trim. **LxWxH** 4690x1780x1490 **Kerb weight** 1568kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6i	167	130	8.9	TBC	TBC

XV 5dr SUV £25,310–£28,510 ★★★☆☆
No-nonsense crossover doesn't quite make enough sense. **LxWxH** 4450x1780x1615 **Kerb weight** 1355kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6i	112	109	13.9	35.3	TBC
2.0i	154	120	10.4	TBC	TBC

Forester 5dr estate £30,000–£32,500 ★★★☆☆
Solid, spacious and wilfully unsexy. A capable 4x4 nonetheless. **LxWxH** 4610x1795x1735 **Kerb weight** 1488kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0i 150	148	118-119	10.6-11.8	32.2	TBC

Outback 5dr estate £29,995–£33,010 ★★½☆☆
Acceptable in isolation but no class leader. **LxWxH** 4815x1840x1605 **Kerb weight** 1612kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.5i	172	130	10.2	33.0	TBC

BRZ 2dr coupé £27,025–£28,510 ★★★★★
The GT86's half-brother looks great in Subaru blue. Cheaper, too. **LxWxH** 4240x1775x1320 **Kerb weight** 1242kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0i	197	130-140	7.6-8.2	33.3	TBC

SUZUKI

Celerio 5dr hatch £8999–£10,499 ★★★½☆
Pleasing to drive, cheap to buy and decent to sit in. No-nonsense and likeable for it. **LxWxH** 3600x1600x1540 **Kerb weight** 835kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 K10C Dualjet	66	96	13.0	58.8	TBC

Ignis 5dr hatch £11,849–£14,849 ★★★★☆
Cute and rugged-looking 4x4 city car capable of tackling roads bereft of asphalt. **LxWxH** 3700x1660x1595 **Kerb weight** 855kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 Dualjet	87	106	11.8	52.9	TBC
1.2 Dualjet SHVS	87	106	11.4	54.1	TBC
1.2 Dualjet SHVS 4x4	87	103	11.1	54.1	TBC

Jimny 3dr SUV £15,499–£17,999 ★★★½☆
Charming 4x4 is capable and affordable but retains its dynamic foibles. **LxWxH** 3645x1645x1725 **Kerb weight** 1135kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 VVT	100	90	11.9	32.2-35.8	178-198

Swift 5dr hatch £12,499–£18,499 ★★★½☆
Given mature looks, more equipment and a hybrid powertrain, but it's no class leader. **LxWxH** 3840x1735x1495 **Kerb weight** 890kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 Dualjet	87	111	11.9	55.4	115
1.2 Dualjet SHVS 4x4	87	105	12.6	49.7	128
1.0 Boosterjet	108	118-121	10.0-10.6	49.6-51.8	123-136
1.4 Boosterjet Sport	138	130	8.1	47.1	135

Baleno 5dr hatch £13,249–£16,249 ★★★½☆
Suzuki's family-sized hatchback makes use of clever little engines. **LxWxH** 3995x1745x1470 **Kerb weight** 920kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 Boosterjet	108	118-124	11.0-11.4	46.8-52.4	TBC

Vitara 5dr SUV £16,999–£25,649 ★★★½☆
Utterly worthy addition to the class drives better than most. **LxWxH** 4175x1775x1610 **Kerb weight** 1075kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 Boosterjet	108	111	11.5-12.5	39.4-45.9	139-162
1.4 Boosterjet	136	124	9.5-10.2	36.6-43.6	146-174

S-Cross 5dr SUV £17,499–£26,099 ★★★½☆
A worthy crossover if not a class leader. Refreshed looks give a lease of life. **LxWxH** 4300x1785x1585 **Kerb weight** 1160kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 Boosterjet	108	106-112	11.0-12.4	404-44.9	120-131
1.0 Boosterjet Allgrip	108	109	12.0	39.2	127
1.4 Boosterjet Allgrip	136	124	10.2	37.7-38.8	141

TESLA

Model S 5dr hatch £82,190–£96,790 ★★★★½
Large range makes it not only a standout EV but also the future of luxury motoring. **LxWxH** 4978x1963x1445 **Kerb weight** 2108kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
Long range	602	155	4.1	TBC	0
Performance	602	155	2.4	TBC	0

Model 3 4dr saloon £42,990–£56,490 ★★★★☆
Lowest-price, biggest-volume Tesla yet arrives in the UK after wooing the US. **LxWxH** 4694x1849x1443 **Kerb weight** 1726kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
Standard range plus	235	140	5.3	TBC	0
Long range	346	145	4.4	TBC	0
Performance	449	162	3.2	TBC	0

Model X 5dr SUV £87,190–£101,390 ★★★★½
A genuine luxury seven-seat electric SUV which also has a large range. **LxWxH** 5036x2070x1684 **Kerb weight** 2459kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
Long range	602	155	4.7	TBC	0
Performance	602	155	2.8	TBC	0

TOYOTA

Aygo 3dr hatch £9695–£14,595 ★★★☆☆
Impactful styling does a lot to recommend it, but not as refined nor as practical as some. **LxWxH** 3455x1615x1460 **Kerb weight** 840kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 VVT-i	71	99	13.8	45.8-57.7	TBC

Yaris 5dr hatch £13,515–£26,295 ★★★½☆
Stylish interior but ultimately a scaled-down version of bigger Toyotas. **LxWxH** 3495x1695x1510 **Kerb weight** 975kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 VVT-i	67	96	15.3	61.1-61.4	TBC
1.5 VVT-i	108	108	11.0-11.2	54.3-57.6	TBC
1.5 VVT-i Hybrid	71	102	11.8	67.3-76.3	TBC
1.8 VVT-i GRMN	206	143	6.3	TBC	TBC

C-HR 5dr SUV £21,880–£29,170 ★★★★☆
Coupé-shaped crossover certainly turns heads and impresses on the road. **LxWxH** 4360x1795x1565 **Kerb weight** 1320kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 Turbo	112	114-118	10.9-11.1	39.7-41.5	TBC
1.2 Turbo AWD	112	111	11.4	34.0-34.4	TBC
1.8 VVT-i Hybrid	119	105	11.0	55.3-57.6	TBC

Corolla 5dr hatch £21,300–£30,340 ★★★★☆
Rebranded hatch has rolling refinement, interior ambience and affable handling. **LxWxH** 4370x1790x1435 **Kerb weight** 1340kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 VVT-i	114	124	9.3	39.2-44.8	128-132
1.8 VVT-i Hybrid	122	111	10.9	55.3-62.7	76-83
2.0 VVT-i Hybrid	180	111	7.9	50.4-54.2	89

Corolla Sports Tourer 5dr estate £22,575–£30,345 ★★★★☆
More practical estate bodystyle proves just as capable with hybrid power. **LxWxH** 4650x1790x1435 **Kerb weight** 1440kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 VVT-i	114	124	9.6	41.5-44.1	128-132
1.8 VVT-i Hybrid	122	111	11.1	57.6-62.7	76-83
2.0 VVT-i Hybrid	180	111	8.1	53.2	89

RAV4 5dr SUV £29,635–£36,640 ★★★☆☆
A solid option but ultimately outgunned by Korean competition. **LxWxH** 4605x1845x1675 **Kerb weight** 1605kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.5 Hybrid	194	112	8.4	48.7-50.4	TBC
2.5 Hybrid AWD	194	112	8.4	47.8-48.7	TBC

Land Cruiser 5dr SUV £34,690–£54,040 ★★★½☆
A real go-anywhere vehicle. Totally rugged and available with seven seats. **LxWxH** 4335x1885x1875 **Kerb weight** 2010kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.8 D-4D	171	109	12.1-12.7	27.4-31.0	TBC

GT86 2dr coupé £27,285–£31,795 ★★★★½
Almost the most fun you can have on a limited budget. Splendid. **LxWxH** 4240x1775x1320 **Kerb weight** 1247kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0i	197	130-140	7.6-8.2	32.8-33.2	TBC

Supra 2dr coupé £52,695–£54,000 ★★★★☆
Brings welcome muscle, fun and variety to the affordable sports car class. **LxWxH** 4379x1292x1854 **Kerb weight** 1541kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.0i	335	155	4.3	34.5	TBC

Prius 5dr hatch £24,245–£28,350 ★★★★☆
Better all round compared with its predecessors. Challenging looks, though. **LxWxH** 4540x1760x1470 **Kerb weight** 1375kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.8 VVT-i Hybrid	120	112	10.6	60.1-61.4	TBC

Prius Plug-in Hybrid 5dr hatch £31,695–£33,895 ★★★★☆
Plug-in version is clever and appealing. Seems more comfortable in its skin. **LxWxH** 4645x1760x1470 **Kerb weight** 1530kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.8 VVT-i Hybrid	120	101	11.1	235.4	TBC

Prius+ 5dr MPV £27,830–£30,175 ★★★☆☆
Expensive, old and ugly variant of the Prius, but can carry seven. **LxWxH** 4645x1775x1575 **Kerb weight** 1500kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.8 VVT-i Hybrid	132	103	11.3	47.0-48.7	TBC

VAUXHALL

Adam 3dr hatch £13,850–£15,700 ★★★☆☆
Certainly looks the part, but there are better superminis ahead of it. **LxWxH** 3698x1720x1484 **Kerb weight** 1101kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2i 70	69	103	14.9	43.5-44.1	TBC

Corsa 3dr/5dr hatch £11,730–£19,735 ★★★½☆
Refined, stylish and practical, but its engines aren't so good. **LxWxH** 4021x1736x1479 **Kerb weight** 1141kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.4i 75	74	101	15.5	42.2-43.5	TBC
1.4i 90	88	109	13.2	38.2-42.8	TBC
1.4i Turbo 100	98	115	11.0	42.8-43.5	TBC
1.4i Turbo 150	148	129	8.9	40.4-42.2	TBC

Astra 5dr hatch £18,900–£26,030 ★★★★☆
Good handling and nice engines, but its working-class roots still show through. **LxWxH** 4370x1809x1485 **Kerb weight** 1244kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0i Turbo 105	103	121	10.5	45.6-47.9	TBC
1.4i Turbo 125	123	127	8.6	43.5-45.6	TBC
1.4i Turbo 150	148	134	7.8	38.2-44.1	TBC
1.6 CDTi 110	108	124	10.2	55.4-58.9	TBC
1.6 CDTi 136	134	127	9.0	48.7-57.6	TBC

Astra Sports Tourer 5dr estate £20,350–£24,680 ★★★★☆
More composed and practical than the hatchback. **LxWxH** 4702x1809x1510 **Kerb weight** 1273kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0i Turbo 105	103	121	11.0	45.6-47.9	TBC
1.4i Turbo 125	123	127	9.0	43.5-45.6	TBC
1.4i Turbo 150	148	134	8.2	37.7-44.1	TBC
1.6 CDTi 110	108	121	10.7	54.3-58.9	TBC
1.6 CDTi 136	134	127	9.5	47.9-57.6	TBC

Insignia Grand Sport 5dr hatch £19,940–£37,620 ★★★★☆
The good-looking and tech-filled Insignia makes an attractive proposition. **LxWxH** 4897x1863x1455 **Kerb weight** 1714kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 Turbo 140	138	130	9.3	42.8-44.1	TBC
1.5 Turbo 165	162	138	8.4	38.7-44.1	TBC
1.6 Turbo 200	198	146	7.2	36.7-39.8	TBC
1.6 Turbo D 110	108	127	10.9	55.4-57.6	TBC
1.6 Turbo D 136	134	126-131	9.9-10.2	47.1-54.3	TBC
2.0 Turbo D 170	167	139-140	8.2-8.4	43.5-51.4	TBC
2.0 BiTurbo D 210 4x4	207	144	7.4-7.5	36.7	TBC

Insignia Sports Tourer 5dr estate £21,500–£39,120 ★★★★☆
The practical version of the Insignia that aims to take the fight to premium rivals. **LxWxH** 4986x1863x1514 **Kerb weight** 1487kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 Turbo 140	138	129	9.6	40.9-42.8	TBC
1.5 Turbo 165	162	135	8.6	37.7-42.8	TBC
1.6 Turbo 200	198	144	7.4	36.2-39.2	TBC
1.6 Turbo D 110	108	125	111.1	53.3-55.4	TBC
1.6 Turbo D 136	134	127-132	10.1-10.5	46.3-52.3	TBC
2.0 Turbo D 170	167	137-139	8.4-8.6	42.2-49.6	TBC
2.0 BiTurbo D 210 4x4	207	144	7.4-7.5	36.2-36.7	TBC

Crossland X 5dr SUV £17,710–£23,080 ★★★½☆
Vauxhall's small SUV is competent enough but lacks any real character. **LxWxH** 4212x1765x1605 **Kerb weight** 1245kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2i 83	81	105	14.0	42.2-44.1	TBC
1.2i Turbo 110	108	117	10.6	39.8-46.3	TBC
1.2i Turbo 130	128	128	9.1	42.2-44.1	TBC
1.5 Turbo D 102	101	111	9.9	55.4-58.9	TBC

Mokka X 5dr SUV £20,640–£25,840 ★★★½☆
Compact and competent but lacks any persuasive qualities. **LxWxH** 4275x1780x1658 **Kerb weight** 1394kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.4 Turbo 140	138	119-122	9.3-10.1	34.4-36.7	TBC
1.4 Turbo 140 4x4	138	116	9.3	34.4-39.2	TBC
1.6 CDTi 136	134	117-118	9.3-10.3	43.5-50.4	TBC

Grandland X 5dr SUV £23,410–£34,930 ★★★☆☆
Does well to disguise its 3008 roots but too bland to stand out in a congested segment. **LxWxH** 4477x1811x1630 **Kerb weight** 1350kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 Turbo 130	128	117	10.9-11.1	37.7-42.8	TBC
1.5 Turbo D 130	128	116	11.3	49.6-53.3	TBC
2.0 Turbo D 177	175	133	9.1	42.8-45.6	TBC

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Combo Life 5dr MPV £20,130–£22,230 ★★★½☆
Van-based people carrier is usable, spacious and practical, if not very pretty to look at. **LxWxH** 4403x1841x1921 **Kerb weight** 1430kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 Turbo 110	108	109	11.9	38.2-40.9	TBC
1.5 Turbo D 100	99	107	12.7	42.8-47.9	TBC
1.5 Turbo D 130	128	115	10.6	47.1-49.6	TBC

VOLKSWAGEN

Up 3dr/5dr hatch £9825–£23,650 ★★★★☆
It's no revolution, but VW's hallmarks are in abundance. **LxWxH** 3600x1428x1504 **Kerb weight** 926kg

1.0 60	59	100	14.4	53.3-54.3	TBC
1.0 75	74	106	13.2-13.5	51.4-53.3	TBC
1.0 90	88	114	9.9	54.3-55.4	TBC
1.0 115	113	119	8.8	49.6-50.4	TBC
e-Up	81	80	12.4	TBC	0

Polo 5dr hatch £14,330–£23,155 ★★★★☆
A thorough going-over makes it more mature, but the Polo is still a bit boring. **LxWxH** 4053x1946x1461 **Kerb weight** 1105kg

1.0 65	64	102	15.5	47.1-48.7	TBC
1.0 80	78	106	15.4	46.3-48.7	TBC
1.0 TSI 95	93	116	10.8	44.8-52.3	TBC
1.0 TSI 115	113	124	9.5	44.8-49.6	TBC
2.0 TSI GTI 200	197	147	6.7	38.7-39.8	TBC
1.6 TDI 80	79	109	12.9	53.3-55.4	TBC
1.6 TDI 95	93	115	10.8	53.3-55.4	TBC

Golf 3dr/5dr hatch £18,765–£35,635 ★★★★½
Does exactly what everyone expects. Still the king of the family car. **LxWxH** 4258x1790x1492 **Kerb weight** 1206kg

1.0 TSI 85	83	112	11.9	48.7-50.4	TBC
1.0 TSI 115	113	123	9.8	41.5-57.6	TBC
1.5 TSI EVO 130	128	130	9.1	44.1-46.3	TBC
1.5 TSI EVO 150	148	134	8.3	42.2-45.6	TBC
2.0 TSI 245 GTI Performance	241	154-155	6.2	36.7-37.7	TBC
2.0 TSI 300 4Motion R	296	155	4.6-5.1	32.5-32.8	TBC
1.6 TDI 115	113	123	10.2-10.5	50.4-55.4	TBC
2.0 TDI 150	148	133-134	8.6	50.4-52.3	TBC
2.0 TDI 184 GTD	181	143-144	7.4-7.5	48.7-52.3	TBC
e-Golf	134	93	9.6	TBC	0

Golf Estate 5dr estate £21,345–£36,835 ★★★★½
Practical load-lugging estate doesn't erode the well-rounded Golf package. **LxWxH** 4567x1799x1515 **Kerb weight** 1295kg

1.0 TSI 115	108	TBC	TBC	41.5-44.8	TBC
1.5 TSI EVO 130	128	131	9.5	43.5-47.1	TBC
1.5 TSI EVO 150	148	135	8.7	41.5-44.8	TBC
2.0 TSI 300 4Motion R	296	155	4.8	32.5-32.8	TBC
1.6 TDI 115	113	124	10.7	49.6-57.6	TBC
2.0 TDI 150	148	134-135	8.9	50.4-52.3	TBC
2.0 TDI 184 GTD	181	143-144	7.8-7.9	47.9-49.6	TBC

Golf SV 5dr MPV £21,000–£29,320 ★★★★☆
Probably the least appealing member of the Golf family but still resolute. **LxWxH** 4338x2050x1578 **Kerb weight** 1335kg

1.0 TSI 85	83	110	13.0	47.1-47.9	TBC
1.0 TSI 115	113	119	11.3	41.5-43.5	TBC
1.5 TSI EVO 130	128	126	9.6	41.5-45.6	TBC
1.5 TSI EVO 150	148	132	8.8	40.9-42.8	TBC
1.6 TDI 115	113	119	11.0	48.7-55.4	TBC
2.0 TDI 150	148	130	9.2	49.6-52.3	TBC

Passat 4dr saloon £23,495–£33,575 ★★★★☆
Lands blows on rivals with its smart looks, civilised refinement, quality and usability. **LxWxH** 4767x2083x1476 **Kerb weight** 1367kg

1.5 TSI EVO 150	148	135	8.6	43.5-47.1	TBC
1.6 TDI 150	148	135	8.9	49.6-53.3	TBC
2.0 TDI 190	188	146	8.1	49.6-50.4	TBC

Passat Estate 5dr estate £25,095–£35,175 ★★★★☆
All the Passat's redeeming features in spacious, practical estate form. **LxWxH** 4767x2083x1516 **Kerb weight** 1395kg

1.5 TSI EVO 150	148	135	8.6	38.7-44.8	TBC
1.6 TDI 150	148	135	8.9	49.6-53.3	TBC
2.0 TDI 190	188	146	8.1	47.9-51.4	TBC

Arteon 4dr saloon £33,320–£40,425 ★★★½☆
VW's flagship saloon is well-made and luxurious but rather bland to drive. **LxWxH** 4862x1871x1450 **Kerb weight** 1505kg

1.5 TSI EVO 150	148	137	8.9	39.2-40.4	TBC
2.0 TSI 190	187	149	7.5	TBC	TBC
2.0 TSI 272 4Motion	270	155	5.6	32.5-33.2	TBC
2.0 TDI 150	148	137	9.1	49.6-52.3	TBC
2.0 TDI 190	187	148	8.0	48.7-50.4	TBC
2.0 TDI 190 4Motion	187	145	7.8	43.5-44.8	TBC
2.0 BiTDI 240 4Motion	236	152	6.5	TBC	TBC

Touran 5dr MPV £24,045–£30,870 ★★★★☆
Dull overall, but it's a capable MPV, well-made and hugely refined. **LxWxH** 4527x1829x1659 **Kerb weight** 1436kg

1.0 TSI 115	113	119	11.3	39.2-41.5	TBC
1.5 TSI EVO 150	148	130	8.9	37.2-39.8	TBC
1.6 TDI 115	113	118	11.4	47.9-51.4	TBC
2.0 TDI 150	148	128-129	9.3	TBC	TBC

Sharan 5dr MPV £29,115–£39,350 ★★★★½
Full-sized seven-seater offers versatility, space, VW desirability and tidy handling. **LxWxH** 4854x1904x1720 **Kerb weight** 1703kg

1.4 TSI 150	148	123-124	9.9	31.4-35.8	TBC
2.0 TDI 115	113	114	12.6	TBC	TBC
2.0 TDI 150	148	123-124	10.3	39.8-43.5	TBC
2.0 TDI 177	175	132-136	8.9	39.8-40.4	TBC

T-Cross 5dr SUV £16,995–£26,740 ★★★★½
Compact crossover delivers a classy, substantial feel on UK roads. **LxWxH** 4108x1760x1584 **Kerb weight** 1270kg

1.0 TSI 95	93	112	11.5	46.3-47.9	TBC
1.0 TSI 115	113	120	10.2	43.5-45.6	TBC
1.6 TDI 95	93	111	11.9	49.6-53.3	TBC

T-Roc 5dr SUV £19,270–£31,050 ★★★★☆
VW's junior SUV is beguiling and sophisticated. It drives rather well, too. **LxWxH** 4234x1992x1573 **Kerb weight** 1270kg

1.0 TSI 115	113	116	10.1	43.5-44.8	TBC
1.5 TSI EVO 150	148	127	8.3	38.7-42.2	TBC
1.5 TSI EVO 150 4Motion	148	127	8.4	34.0-34.9	TBC
2.0 TSI 190 4Motion	187	134	7.2	34.0-34.4	TBC
1.6 TDI 115	113	116	10.3	49.6-50.4	TBC
2.0 TDI 150	148	124	8.6	48.7-50.4	TBC
2.0 TDI 150 4Motion	148	124	8.7	45.6-46.3	TBC

Tiguan 5dr SUV £23,990–£38,790 ★★★★☆
An improvement on the previous model and will continue to sell by the bucket load. **LxWxH** 4486x1839x1654 **Kerb weight** 1490kg

1.5 TSI EVO 130	128	119	10.2	39.8-40.9	TBC
1.5 TSI EVO 150	148	124	9.2	36.7-38.2	TBC
2.0 TSI 190 4Motion	188	131	7.9	39.2-42.8	TBC
2.0 TSI 230 4Motion	228	142	6.3	29.7-30.4	TBC
2.0 TDI 150	148	125-127	9.3	44.8-47.9	TBC
2.0 TDI 150 4Motion	148	124-125	9.3	39.2-42.2	TBC
2.0 TDI 190 4Motion	187	131	7.9	38.7-39.2	TBC

Tiguan Allspace 5dr SUV £30,095–£41,040 ★★★★☆
Has all the Tiguan's sensibility and refinement, now with the bonus of seven seats. **LxWxH** 4486x1839x1654 **Kerb weight** 1490kg

1.5 TSI EVO 150	148	123	9.5	35.3-35.8	TBC
2.0 TSI 190 4Motion	188	130	7.9	TBC	TBC
2.0 TDI 150	148	124-126	9.8	43.5-44.1	TBC
2.0 TDI 150 4Motion	148	123-124	9.9	38.2-38.7	TBC
2.0 TDI 190 4Motion	187	130	8.6	38.2-38.7	TBC

Touareg 5dr SUV £49,095–£58,295 ★★★★☆
Hints of ritziness and sportiness don't impinge on this functional luxury SUV's appeal. **LxWxH** 4878x2193x1717 **Kerb weight** 1995kg

3.0 V6 TSI 340	335	155	5.9	24.6-25.9	TBC
3.0 V6 TDI 231	228	135	7.5	33.2-34.9	TBC
3.0 V6 TDI 286	282	148	6.1	32.8-34.9	TBC

VOLVO

V40 5dr hatch £23,995–£29,820 ★★★★☆
Not perfect, but handsome, well-packaged, pragmatic and likeable. **LxWxH** 4370x2041x1470 **Kerb weight** 1417kg

2.0 D2	116	118	10.5	47.9-56.5	TBC
2.0 D3	145	130	8.4	47.1-55.4	TBC
2.0 T2	119	118	9.8	38.2-42.8	TBC
2.0 T3	148	130	8.3	37.2-42.8	TBC

V40 Cross Country 5dr hatch £28,070–£29,819 ★★★★☆
Handsome hatchback gets a rugged makeover but loses some of its likeable nature. **LxWxH** 4369x2041x1439 **Kerb weight** 1428kg

2.0 D3	145	118	8.5	47.9-55.4	TBC
2.0 T3	148	130	8.5	37.2-40.9	TBC

S60 4dr saloon £37,935–£56,105 ★★★★☆
Fresh-faced saloon now sits comfortably among the ranks of its German peers. **LxWxH** 4761x1916x1437 **Kerb weight** 1616kg

2.0 T5	248	145	6.5	35.3-39.8	152-155
2.0 T8 TwinEngine	390	155	4.6	122.8-176.5	42
2.0 T8 Polestar Engineered	399	155	4.4	104.5	48

V60 5dr estate £32,410–£41,460 ★★★★½
Spacious and comfortable, with a characterful, Scandi-cool design. **LxWxH** 4761x1916x1427 **Kerb weight** 1729kg

2.0 D3	147	127	9.5	45.6-55.4	TBC
2.0 D4	187	137	7.6	46.3-55.4	TBC
2.0 T5	246	145	6.7	34.0-38.7	TBC

V60 Cross Country 5dr estate £38,270 ★★★★☆
Brings extra ride height, all-wheel drive and off-road body cladding. **LxWxH** 4784x1916x1499 **Kerb weight** 1792kg

2.0 D4	187	130	8.2	42.8-47.9	TBC

S90 4dr saloon £36,120–£58,555 ★★★★☆
Volvo's mid-sized exec majors on comfort, style and cruising ability. **LxWxH** 4963x2019x1443 **Kerb weight** 1665kg

2.0 T4	185	130	8.7	33.2-37.7	TBC
2.0 T5	248	140	6.8	33.2-37.7	TBC
2.0 D4	185	140	8.2	43.5-50.4	TBC
2.0 D5 PowerPulse AWD	228	145	7.0	39.2-43.5	TBC
2.0 T8 Twin Engine AWD	310	155	4.8	97.4-117.7	TBC

V90 5dr estate £38,120–£60,555 ★★★★☆
luxury estate takes on the 5 Series and the E-Class. Comfy and a good cruiser. **LxWxH** 4936x2019x1475 **Kerb weight** 1679kg

2.0 T4	185	130	8.9	33.2-37.7	TBC
2.0 T5	248	140	6.7	33.2-37.7	TBC
2.0 D4	185	140	8.5	43.5-50.4	TBC
2.0 D5 PowerPulse AWD	228	145	7.2	39.2-43.5	TBC
2.0 T8 Twin Engine AWD	310	155	4.8	97.4-117.7	TBC

V90 Cross Country 5dr estate £43,020–£57,935 ★★★★☆
Volvo's large comfy estate given a jacked-up, rugged makeover. **LxWxH** 4936x2019x1543 **Kerb weight** 1826kg

2.0 D4 AWD	185	130	8.8	40.4-43.5	TBC
2.0 D5 PowerPulse AWD	228	140	7.5	38.2-40.9	TBC
2.0 T5 AWD	250	140	7.4	30.4-32.5	TBC
2.0 T6 AWD	310	140	6.3	30.4-32.5	TBC

XC40 5dr SUV £29,910–£38,020 ★★★★☆
Volvo's take on the crossover aims to rival BMW, Mercedes and Audi. **LxWxH** 4425x1910x1658 **Kerb weight** 1626kg

T3	152	124	9.4	36.7-39.8	TBC
T4 AWD	185	130	8.5	32.8-35.3	TBC
T5 AWD	243	140	6.5	31.0-34.0	TBC
D3	145	124	9.8	44.1-51.4	TBC
D3 AWD	145	124	7.5	42.8-44.8	TBC
D4 AWD	185	130	7.9	39.8-44.1	TBC

XC60 5dr SUV £38,320–£60,670 ★★★½☆
Looks like a small XC90 and carries on where the old one left off. A good, capable cruiser. **LxWxH** 4688x1999x1658 **Kerb weight** 1781kg

2.0 D4 AWD	185	127	8.4	36.7-44.8	TBC
2.0 D5 PowerPulse AWD	228	137	7.2	35.3-40.4	TBC
2.0 T5 AWD	247	137	6.8	30.1-34.0	TBC
2.0 T8 Twin Engine	310	140	5.3	83.1-100.9	TBC

XC90 5dr SUV £51,860–£72,795 ★★★★☆
Clever packaging, smart styling, good to drive: Volvo's closest thing to a class-leader. **LxWxH** 4950x2008x1776 **Kerb weight** 1961kg

2.0 D5 PowerPulse AWD	228	137	7.8	34.0-36.7	TBC
2.0 T5 AWD	250	134	7.9	26.9-30.4	TBC
2.0 T6 AWD	310	143	6.5	26.2-28.8	TBC
2.0 T8 Twin Engine	310	140	5.6	74.3-83.1	TBC

VUHL

05 0dr open £59,995–£89,995 ★★★★☆
Mexican track-day special has a pleasingly pragmatic and forgiving chassis. **LxWxH** 3718x1876x1120 **Kerb weight** 725kg

2.0 DOHC Turbo	285	152	3.7	TBC	TBC
2.3 DOHC Turbo RR	385	158	2.7	TBC	TBC

WESTFIELD

Sport 2dr coupé £19,950–£35,800 ★★★★☆
Sport Turbo is very quick and fun but not a patch on the Caterhams. **LxWxH** TBC **Kerb weight** TBC

1.6 Sigma	135	TBC	TBC	TBC	TBC
1.6 Sigma	155	TBC	TBC	TBC	TBC
2.0 Duratec	200	TBC	TBC	TBC	TBC
2.0 Ecoboost	252	TBC	TBC	TBC	TBC

Mega 2dr coupé £14,999–£15,595 ★★★½☆
Mega engines make it rapid, but not as fun as Caterham's R range. **LxWxH** TBC **Kerb weight** TBC

1.3 Suzuki Hyabusa	177	136	3.0	TBC	TBC
2.0 VTEC S2000	240	TBC	TBC	TBC	TBC

ZENOS

E10 0dr coupé £26,995–£39,995 ★★★★½
The latest in a long line of mid-engined British marvels. Expect a dedicated following. **LxWxH** 3800x1870x1130 **Kerb weight** 700kg

2.0 Ecoboost S	250	145	4.0	TBC	TBC
2.3 Ecoboost R	350	155	3.0	TBC	TBC

WHAT'S COMING WHEN

Ferrari SF90 Stradale
On sale 2020, price £400,000 (est)
In the tradition of flagship models, Ferrari has taken elements from the epic LaFerrari hypercar and filtered them down to its first series production plug-in hybrid. Except that Ferrari hasn't really filtered anything down – the SF90 Stradale is, by the firm's own admission, the most powerful (986bhp in total), most advanced and fastest-accelerating model it has yet produced. It will even run for 16 miles without the 769bhp V8 engine kicking in. There's no production cap, but Ferrari claims the customer lead time is now fairly lengthy.

DECEMBER
Audi RS6 Avant, RS7, **BMW** X3 PHEV, **DS** 3 Crossback EV, **Mazda** CX-30, **Mercedes-AMG** GLE 53 Coupé, **Mercedes-Benz** GLB, **Mini** GP, **Peugeot** 208 and e-208, **Porsche** Macan Turbo, Taycan, **Vauxhall** Grandland X PHEV

2020
Alfa Romeo Giulia, Giulia QV, Stelvio, Tonale, **Aston Martin** DBX, Vantage Roadster, **Audi** A1 Citycarver, A3, A3 E-tron, A5 facelift, E-tron GT, E-tron Sportback, Q4 E-tron, Q5 facelift, RS Q3, RS Q3 Sportback, RS Q8, RS3, **Bentley** Bentayga facelift, Continental GT V8 and GTC V8, Flying Spur, **BMW** 2 Series, 2 Series Active Tourer, 2 Series Gran Coupé, 4 Series, iX3, M2 CS, M3, M4, M8 Gran Coupé, **Borgward** BX5, BX7, **Chevrolet** Corvette, **Citroën** C4, C5 Aircross PHEV, **Cupra** Formentor, Leon, **DS** 8, **Ferrari** F8 Tributo, Roma, SF90 Stradale, **Fiat** 500, 500e, **Ford** Kuga PHEV, Mustang hybrid, Mustang Mach-E, Puma, **Honda** E, Jazz, **Hyundai** i10, i20 N, Kona N, **Jaguar** F-Type facelift, XF facelift, XJ, **Jeep** Cherokee, Compass PHEV, Gladiator, Renegade PHEV, **Kia** Soul EV, **Land Rover** Defender, **Maserati** Alfieri, Ghibli facelift, Levante facelift, Quattroporte facelift, **Mazda** MX-30, **McLaren** 750LT, Speedtail, **Mercedes-AMG** GLA, GLB 35, GLE 63, GLS 63, **Mercedes-Benz** E-Class facelift, EQA, EQB, EQS, EQV, GLA, GLE Coupé, GLE PHEV, Maybach SUV, S-Class L, **Mini** Electric, John Cooper Works GP, **Mitsubishi** Mirage facelift, Outlander PHEV, **Nissan** Qashqai, X-Trail, **Peugeot** 3008 PHEV, 508 Peugeot Sport Engineered, e-2008, **Pininfarina** Battista, **Polestar** 2, **Rolls-Royce** Ghost, **Renault** Captur, Zoe, **Seat** El-Born, Leon, Mii Electric, **Skoda** e-Citigo, Octavia, Octavia vRS, Vision iV, **Subaru** Forester, Levorg, **Tesla** Cybertruck, Model Y, **Toyota** Corolla GR, Mirai, RAV4 PHEV, Yaris, Yaris GR, **Uniti** One, **Vauxhall** Corsa, Corsa-e, Mokka-e, Mokka X, **Volvo** XC40 EV, **VW** Arteon shooting brake, e-Up, Golf, Golf GTD, Golf GTE, Golf GTI, Golf R, ID 3, ID 4, Up facelift, Up GTI facelift, T-Roc

Matt Prior

TESTER'S NOTES

Turns out the Noble M600 wasn't a bogey car after all...

The other week I saw a journalist do something, and as a result I asked myself a question that I thought could be included in a future column. So I quickly jotted it down in the 'columns' notepad on my phone, and this is what it says:

'It's said that a person's nose keeps growing as they get older. Is this true, or does it just become more accommodating to the finger some people insist on pushing into it?'

Anyway, it turns out there is no easy column outlet for this question. And it's the end of the year, and I like to start the new year with a fresh, clean-ish notebook, so all of those ideas in my notepad that haven't found a home, and aren't likely to stretch to the 570 words or thereabouts of this column, will be expunged here.

My only problem with this is that I promised I'd never write a 'listicle' and this is worryingly close to one. Apologies in advance.

For example: 'Finance killed the scene', it says here. Actually, that's probably not a bad column, but I can't remember where I saw it written first so it's likely somebody else's idea. And it's self-explanatory anyway: people don't modify old spudders so much these days because they can have a new Audi for £200 a month.

> "We make 60-odd videos a year on a small budget and yet our car chases are better"

At some point it occurred to me that Noble was way ahead of the game. When the M600 appeared, its 650bhp power output seemed ludicrous and its twin-turbo V8 really boosty. Which is actually downsizing and blowing like all the supercar makers are doing these days.

This year I've been excited about things. Like 'gravity biking!', or 'immersion versus realism!', though I can't even remember what they're about – I think the latter involved simulators. And I've been miffed about motorsport. During this year's Bathurst 1000 in the Australian Supercars championship, a driver backed-up the pack behind him under a safety car so his team-mate could pit and retain the track position that ultimately won him the race. The team was Penske, who have billions, and I thought the penalty, a small fine and team points, was paltry. It's the sort of thing that turns people off the sport.

Still, may I big us up for a moment? Somewhere I heard that a decent TV drama costs £3 million an hour to make and a film typically costs £20m. We make 60-odd videos a year on a frighteningly small budget and yet our car chases are better.

What level of car-related clothing is acceptable, by the way? I'd never step out of the house in a Ferrari jacket or cap even if I owned one (Ferrari or clothing). But I've got this Honda Super Cub T-shirt and I really like it. Answers on a postcard.

Isn't there a nobility to cleaning things? A real enjoyment to be had in doing something well, that most people think of as a chore and mundane? I think so. Except when it's too cold to feel my fingers, I always quite enjoy cleaning cars.

Too many more columns like this and the bosses will suggest I stick to it in future, probably. You know, when I file my column, I usually advise which pictures we use, too. Ben: this week, I don't think it should be anything related to the first subject.

A very happy new year to you. With an empty notebook and a happy heart, I'll see you next week.

Penske played dirty at Bathurst 1000

GET IN TOUCH
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ESTABLISHED 1895

The Autocar

NEWS
Doubt cast on Euro speed limit plans
Twin tyres go on sale

Hands off our autobahnen!

20 November 1985

THE EUROPEAN UNION's drive to reduce NOx emissions goes back much longer than you might think.

In 1985, what was then called the European Economic Community, and still more a trading bloc than a federal suprastate, proposed that its nine member states adopt a top speed limit of 100kph (62mph) in order to further this ambition.

However, a study by the West German government revealed that NOx emissions – "widely regarded as the cause of Germany's dying forests" – fell by only 10%. As car fumes themselves caused just 10% of NOx pollution, "it follows that cars travelling in excess of 100kph account for only 1% of the total".

The Bundestag interior minister also noted "forcible introduction of the lower speed limit would deter car owners from taking advantage of tax incentives linked to buying cars fitted with catalysts".

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DMS MCLAREN 720S (**EVO** SEPTEMBER 2018)
"THIS IS A CAR THAT NOT ONLY DESERVES YOUR FULL ATTENTION, BUT REQUIRES IT"

DMS 911 TURBO (ULTIMATE SUPERCAR SPRING 2019**)**
"BALLISTIC PERFORMANCE IN AN EMINENTLY USEABLE PACKAGE"

DMS F10 M5 (**EVO** DEC '15)
"730BHP, 200MPH+ TYRE-SHREDDING MONSTER"

DMS MCLAREN 650S (**EVO** OCT '15)
"REAL MUSCULARITY AND THE STRENGTH OF THE MID-RANGE IS STAGGERING"

DMS M2 (**EVO** SEPT '15)
"MORE POWER DOES MEAN MORE FUN"

BELOW IS A SMALL SELECTION OF OUR MORE POPULAR UPGRADES:

AUDI
AUDI RS6 4.0 T V8 » 700+BHP (+DE-LIMIT)
AUDI RS6 V10 » 680+BHP (+DE-LIMIT)
AUDI 2017 R8 V10 » 650BHP (+DE-LIMIT)
AUDI R8 V10 » 592+BHP (+DE-LIMIT)
AUDI RS4 / RS5 » 480+ BHP (+DE-LIMIT)
AUDI RS3 / TTRS (8V MK2) » 480+ BHP
AUDI S3 / GOLF R » 378+ BHP (+DE-LIMIT)
AUDI 3.0TDI (ALL MODELS) » 315+ BHP
AUDI 3.0 BI-TDI (ALL MODELS) » 400+ BHP
AUDI Q7 / A8 4.2 TDI » 400+ BHP

BMW
F90 M5 » 750+BHP (+DELIMIT)
M2 COMPETITION » 530BHP (+DE-LIMIT)
M2 » 435BHP (+DE-LIMIT)
M3/M4 » 540+BHP (+DE-LIMIT)
M5/M6 » 730+BHP (+DE-LIMIT)
X5M/X6M » 730+BHP (+DE-LIMIT)
X5M50D/X6M50D » 450+BHP
M140I / 240I / 340I / 440I » 430+BHP
M135I/M235I » 410+BHP
i8 » 415BHP
120I / 220I / 320I / 420I » 275+BHP
118D / 218D / 318D » 225BHP
120D / 220D / 320D / 420D » 40BHP
330I / 430I » 320+BHP
335I / 435I » 410+BHP
330E » 320+BHP
330D / 430D / 530D / 730D » 360BHP
335D / 435D / 535D » 395+BHP
550I / 650I » 555+BHP (+DE-LIMIT)
640D / 740D » 395BHP (+DE-LIMIT)
X530D / X630D » 360BHP

MERCEDES-BENZ
A35 AMG » 350+BHP (+DE-LIMIT)
E63S W213 » 700+BHP (+DE-LIMIT)
A45 / CLA45 AMG » 430+BHP
AMG GT / GTS » 560BHP (+DE-LIMIT)
C43 / E43 / GLC43 AMG » 455BHP
C63 / 63S 4.0T AMG » 620+BHP
C63 6.3 AMG » 530+BHP
500 4.7 BITURBO (ALL MODELS) » 498+BHP
63 AMG BITURBO (ALL MODELS) » 700+BHP
55 AMG KOMPRESSOR » 600+BHP
(+DE-LIMIT & SUSPENSION LOWERING)
S65 » 780BHP (+DE-LIMIT)
SL65 AMG » 690BHP (+DE-LIMIT)
SL65 BLACK » 720BHP (+DE-LIMIT)
200 CDI (ALL MODELS) » 173BHP
220 CDI (ALL MODELS) » 230BHP
250 CDI (ALL MODELS) » 260BHP
C300 HYBRID » 285BHP
C300E » 350BHP
C400/E400 » 400BHP
350 CDI (ALL MODELS) » 315BHP
420/450 CDI (ALL MODELS) » 358BHP

ALL 2019 RANGE ROVERS AVAILABLE
RR 50SC / SVO / SVR STAGE 1 » 600+BHP
RR 50SC / SVO / SVR STAGE 2 » 650+BHP
2.2 DIESEL (ALL MODELS) » 220+BHP
2.0 DIESEL (ALL MODELS) » 225/265BHP
VELAR 30SI6 » 420BHP
RR 4.4 TDV8 » 395 BHP
RR TDV6 / SDV6 3.0D » 305/350 BHP
DEFENDER 2.2 » 180BHP

PORSCHE
991.2 GT2 RS » 780+BHP
TURBO / S (ALL MODELS) » 750+BHP
991.2 CARRERA (ALL MODELS) » 500+BHP
991.2 CARRERA S (ALL MODELS) » 500+BHP
991.2 CARRERA GTS (ALL MODELS) » 540+BHP
991 GT3 3.8 (ALL MODELS) » 490+BHP
991 GT3 RS 4.0 (ALL MODELS) » 525+BHP
997.2 GT3 RS » 480 BHP
997 GT2 RS » 670+ BHP
997 TURBO / S 3.8 INC PDK » 611 BHP
997 TURBO 3.6 » 625+ BHP
997 CARRERA S PDK » 400+ BHP
997 CARRERA GTS » 435 BHP
996 TURBO / GT2 » 600+ BHP
BOXSTER / CAYMAN 718 GTS » 420+BHP
BOXSTER / CAYMAN 718 S » 420+BHP
BOXSTER / CAYMAN 718 » 380+BHP
BOXSTER / CAYMAN 981 GT4 » 430+BHP
BOXSTER / CAYMAN 981 GTS » 375+BHP
BOXSTER / CAYMAN 981 S » 345+BHP
CAYENNE TURBO 4.8 (ALL) » 650+ BHP
CAYENNE 4.2 DIESEL » 450+ BHP
CAYENNE / MACAN 3.0 DIESEL » 318+ BHP
MACAN S » 420+BHP
MACAN GTS » 440+BHP
MACAN TURBO (ALL MODELS) » 480+BHP
PANAMERA TURBO » 600+ BHP
PANAMERA DIESEL » 305+ BHP

EXOTIC / MISC
WRAITH / DAWN » 720+BHP
FERRARI 488 PISTA » 780+BHP
FERRARI 488 » 750+BHP
FERRARI PORTOFINO » 680+BHP
FERRARI LUSSO T » 710+BHP
FERRARI CALI T » 680BHP
FERRARI F12 » 780+BHP
FERRARI 430 » 525 BHP
MCLAREN MP4 /650S » 720 BHP
MCLAREN 570/S » 680+BHP
MCLAREN 600LT » 680+BHP
MCLAREN 675LT » 750BHP
MCLAREN 720S » 840+BHP
MCLAREN SENNA » 875+BHP
GALLARDO LP560 » 608+BHP
HURACAN LP610 » 650BHP
AVENTADOR » 750+BHP
BENTLEY 4.0 T V8 » 700+BHP
BENTLEY GT / F-SPUR » 700BHP
GT SPEED / SUPERSPORT » 720+BHP
BENTAYGA W12 » 720+BHP
MASERATI 3.0S PETROL » 470 BHP
MASERATI 3.0 DIESEL » 312 BHP

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Exhaust tuning (Pop's & crackles) | Customized driving modes | Gearbox tuning | Sport dials calibration | Exhaust butterfly control

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Official fuel consumption for the Tarraco range mpg (litres/100km) combined: 29.7(9.5) – 47.9(5.8). Combined CO_2 emissions 123 – 166 (g/km)

Figures shown are for comparability purposes; only compare fuel consumption and CO_2 figures with other vehicles tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted (post-registration), variations in weather, driving styles and vehicle load. There is a new test used for fuel consumption and CO_2 figures (known as WLTP). The CO_2 figures shown, however, are based on a calculation designed to be equivalent to the outgoing (NEDC) test cycle and will be used to calculate vehicle tax on first registration. For more information, please see seat.co.uk/wltp or consult your SEAT Dealer. *20" Wheels only available in Tarraco Xcellence Lux. Model shown Tarraco Xcellence Lux.